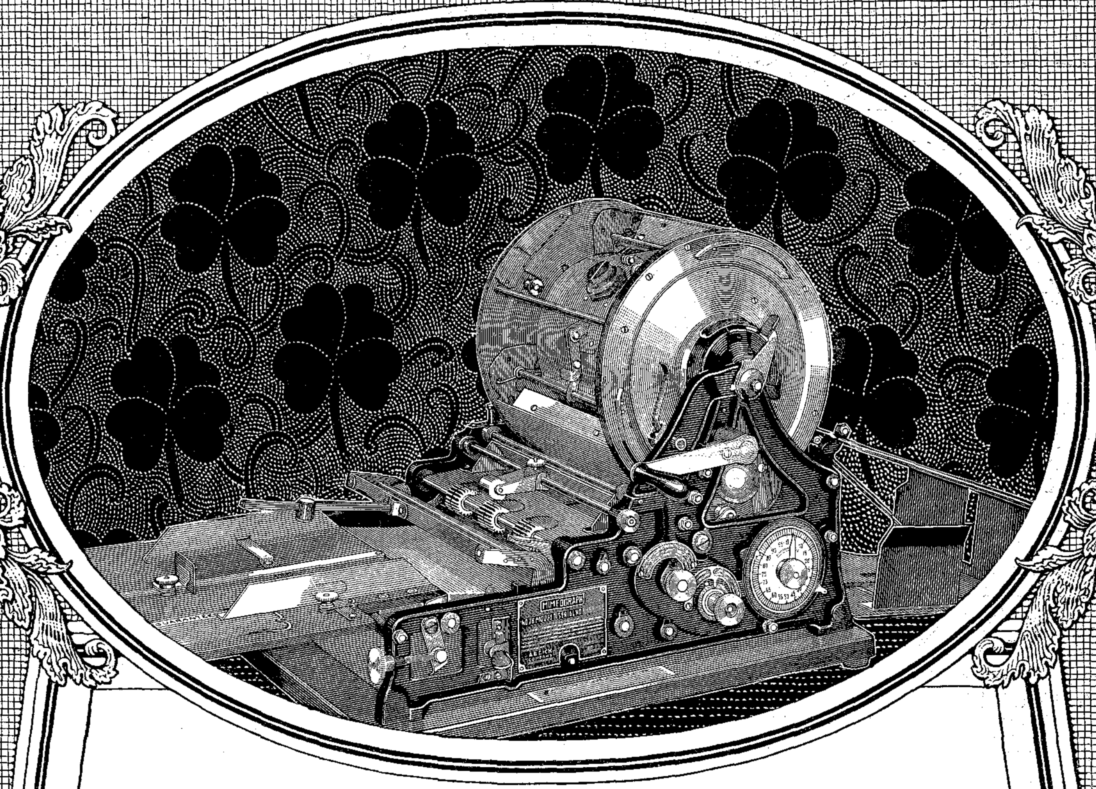

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CURRENT EVENTS

FOREIGN

March 27.—The Mueller Cabinet, the longest lived ministry in the history of the German Republic, submits its collective resignation to President von Hindenburg when it faces defeat in the Reichstag on its finance program.

Prof. Albert Einstein, noted German scientist, presents to the Prussian Academy of Sciences a paper in which he offers proof of some mysterious connection between gravitation and electricity.

March 28.—William T. Cosgrave, President of the Irish Free State, resigns after being defeated on the Government's old-age pension bill.

The Judicial Committee of the Privy Council, the highest legal tribunal in the British Empire, rejects appeal petitions by a number of Arabs sentenced to death for murdering Jews during the Palestine riots.

March 29.—The French Chamber of Deputies ratifies the Young reparations plan, 530 to 55, and it now goes to the Senate.

Dr. Heinrich Bruening, Centrist party leader in the German Reichstag, who had been summoned to the task by President von Hindenburg, forms a new Cabinet, with himself as Chancellor and Dr. Julius Curtius as Foreign Minister.

By a substantial majority, the State of Victoria, Australia, votes to retain the present regulations governing the sale of liquor in saloons between specified hours.

March 30.—Prime Minister MacDonald announces that Great Britain "is willing to do everything she can for peace, and for improving the machinery for keeping peace, but any further military commitments are absolutely impossible."

March 31.—The Palestine Commission reports that the disorder in Palestine last August was from the beginning an unpremeditated attack by Arabs on Jews, and that the Arabian Grand Mufti must accept some responsibility for the riots.

The new marriage law forbidding the marriage of girls less than fourteen and boys less than eighteen years of age becomes effective in India.

Fifteen thousand troops from Shansi Province, rebelling against the Nanking Government in China, defeat a government force in the vicinity of Tingyuan, Shantung Province.

April 1.—Lewis A. Yancey is reported down at sea sixty miles off Bermuda, after an attempted flight there from New York.

Six are killed and sixty injured in riots in Calcutta, India, arising from new regulations reducing the maximum loads of buffalo carts and forbidding the use of buffaloes in the heat of the day.

DOMESTIC

March 26.—Ernest C. Drury, former Premier of the Province of Ontario, Canada, testifies before the House Judiciary Committee that government control of liquor in Canada is a failure, that it has not wiped out bootlegging, and that drunkenness is increasing. John J. Lentz, National President of the

American Insurance Union, states that "wherever alcohol is used as a beverage the death-rate is increased from 30 to 70 per cent."

Bishop James De Wolf Perry, Bishop of Rhode Island, is elected Primate of the Protestant Episcopal Church in America, to succeed the late Bishop Charles Palmerston Anderson. He is fifty-nine.

Chicago suffers from a blizzard, said to be the worst in fifty years, and four people die as a result of the storm.

John L. Lewis, International President of the United Mine Workers of America, revokes the charter of the insurgent District 14 of Kansas, and appoints provisional officers to take charge.

March 27.—The Senate lobby investigating committee announces that it will begin an inquiry into the lobbying activities of both wet and dry organizations as soon as the present inquiry into Muscle Shoals is completed.

The special gold medal of the National Geographic Society is presented to Dr. Hugo Eckener, commander of the dirigible *Graf Zeppelin.* He is the eleventh person to be so honored.

March 28.—President Hoover announces that the Administration will adopt the recommendations of the Haitian Investigation Commission that Brig.-Gen. John H. Russell, American High Commissioner in Haiti, be supplanted by an American Minister, that American marines be gradually withdrawn, and that Americans holding office in the Haitian Government be gradually replaced by Haitians.

Dr. Charles S. Macfarland has resigned as General Secretary of the Federal Council of Churches "with a view to relieving" the Council's policy committee of "embarrassment" over services he rendered last year to the motion-picture industry, it is announced. The resignation is transmitted to a subcommittee for consideration.

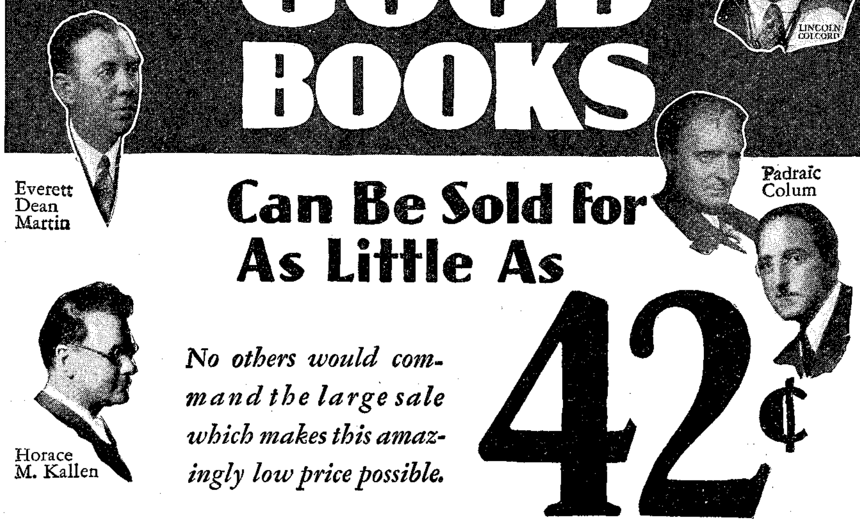
March 29.—Acting Secretary of State Joseph P. Cotton announces that "there are no differences of views between the President and our delegation in London."

March 30.—The United States Children's Bureau announces that a report based upon a study of crime among Chicago boys between seventeen and twenty years old indicates that youthful offenses are decreasing, and that figures from the country at large show the number of eighteen- and twenty-year-old males imprisoned has decreased 11.7 per cent. in the thirteen years following 1910.

April 1.—Senator Millard E. Tydings, Democrat, of Maryland, charges in a prepared speech that the Prohibition law is a failure from practically every standpoint, and that crime and drunkenness have increased under it.

Unless some way is found to prevent the recurrence of upsets to industry which bring about wholesale unemployment, William Green, president of the American Federation of Labor, tells the Senate Commerce Committee, the Government will have to resort to the dole, or face a revolution. He estimates that in the first three months of the year unemployed workers lost $1,000,000,000.

The Snell resolution for a commission to seek a plan to mobilize the man power, industry and capital of the country in national emergencies is passed by the House.



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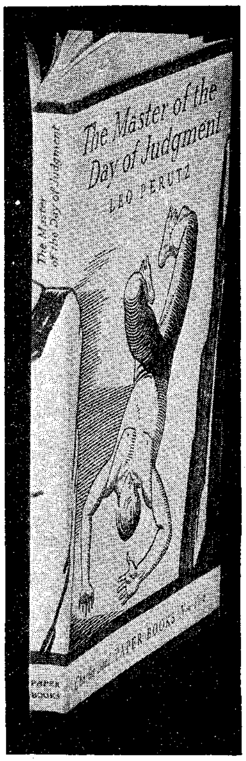

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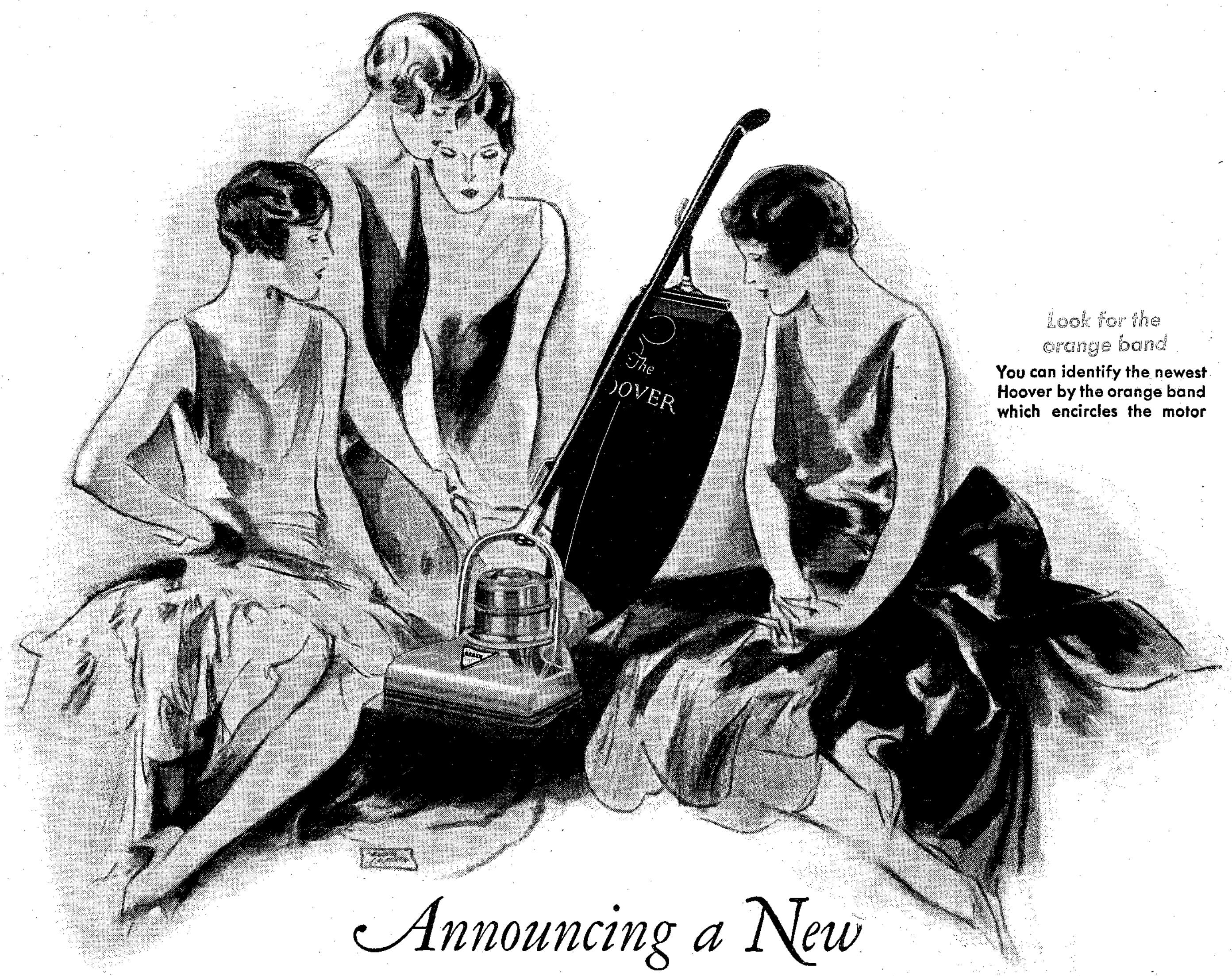

Look for the orange band

You can identify the newest Hoover by the orange band which encircles the motor

Announcing a New HOOVER

The cleaner already first *in dirt removal now becomes 25% more efficient!*

There is a new Hoover. It so far outranks anything previously offered that it can truthfully be said to be the finest portable electric cleaning machine ever made. Its extraordinary efficiency can only be shown by a comparison with all electric cleaners which have gone before it.

Of these electric cleaners, the one offering the swiftest, easiest, most thorough cleaning, the one ranking first in efficiency by its ability to remove the most *dirt per minute,* is the recent Hoover.

The new and greater Hoover exceeds *that* Hoover in its dirt-removing efficiency by 25%! And it does this with the expenditure of less human energy than is required by any competing device.

The new Hoover gives new significance to the famous cleaning principle, Positive Agitation, which removes embedded grit untouched by ordinary cleaning.

In addition to its unparalleled dirt-removing ability, the new Hoover offers these new refinements: a new type cloth dust bag with an opening at the top which permits simplified removal of the dirt; a more powerful, smooth running, ball-bearing motor; an improved fan; an automatic friction-stop handle control, which allows the handle to be placed in position without special adjustment and keeps it in this position; non-rusting, polished Nitralloy beater bars. It is also newly beautiful in line and finish.

Telephone your Hoover dealer or your local Hoover office and ask for a free trial or home demonstration of this new Hoover, Model 725. There is also a greatly improved new popular-priced Hoover. Only $6.25 down, including dusting tools; balance monthly. Liberal allowance for your old cleaner.

An Extraordinary Feature of the Model 725 Hoover is the optional use of the Hygienisac, a new sanitary dust bag, combining the filtering qualities of cloth with the reasonable cost of paper. Made of pulp-felt, treated and strengthened by a patented process, the Hygienisac is so stout that it will last for many cleanings — until the bag is worn or soiled. Then you simply detach and burn it with the dust.

MORE DIRT
DPM
PER MINUTE

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THE LITERARY DIGEST

(Title registered in U. S. Patent Office and in Foreign Countries)

PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
(Titles registered in U. S. Patent Office)

Vol. CV, No. 2 New York, April 12, 1930 Whole Number 2086

TOPICS ▾ OF ▾ THE ▾ DAY

(This title registered in U. S. Patent Office)

DRYS AND DAMPS CREEP UP IN A 2,516,072 TOTAL

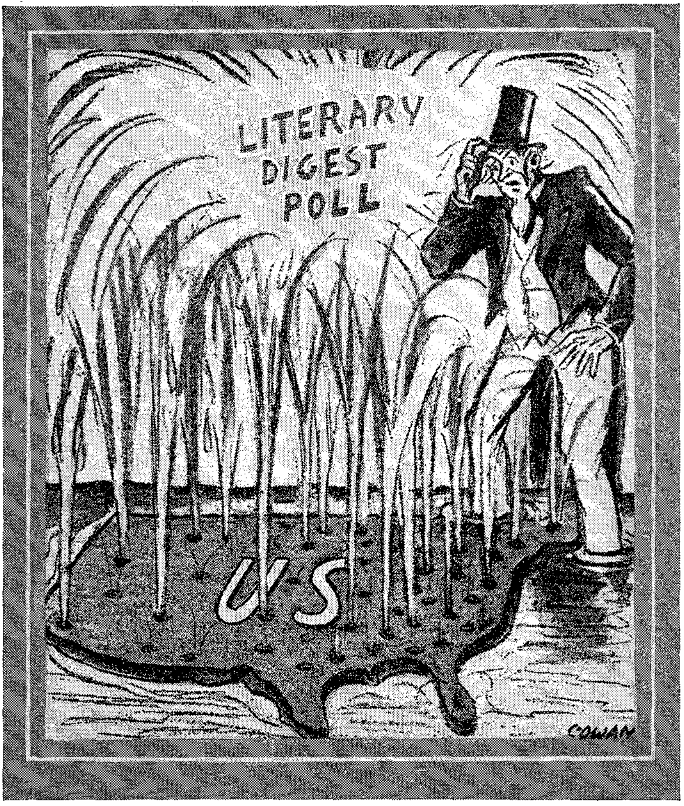
HALF A MILLION NEW BALLOTS, sorted and tallied by our indefatigable army of trained poll workers, give a shade of an advance to the percentage for Volstead enforcement.

To verify this news, get out your pencil and turn to the next page. There you will find the fifth tabulation of THE LITERARY DIGEST'S 20,000,000-ballot Prohibition poll.

Forty-four States and the District of Columbia are embraced in this latest count of the monster dry-wet referendum. Four of the States have not previously figured in the roll-call. The newcomers are Colorado, Idaho, Montana, and Utah.

It will be seen at a glance that Colorado and Utah are medium dryish. That is, they rally up enforcement pluralities, but not majorities. Idaho and Montana may pass as medium wettish, as they give pluralities, but not majorities, to repeal of the Eighteenth Amendment.

And then, of course, the previously tabulated forty States and little old D. C. continue to run up their totals, as more and more heavy mail-bags from all over the country discharge their contents on THE DIGEST'S sorting tables.



TEN YEARS LATER—AS ONE CARTOONIST SEES IT

—Cowan in the Boston *Transcript*.

The rise in the enforcement ratio is balanced by a fall in the relative dominance of the huge straw vote for repeal, which is the talk of politicians and the people from Maine to California.

But the change is so slight that it is hardly likely to agitate the hopes or fears of any but the most optimistic drys or the most pessimistic wets. The relative gain in the Volstead enforcement total amounts to a trifle less than one-half of 1 per cent. And the fall in the repeal percentage amounts to just a shade above that historic percentage, so appropriate in this connection.

It still may look wet to the casual eye, but hopeful drys are adding the modification and enforcement totals and thus obtaining a majority against repeal. The totals are:

For enforcement, 712,549; for modification, 754,266; for repeal, 1,049,257. We leave our readers to figure out their own percentages and compare them with those of previous tabulations. In a general way, however, it may be said that the two extremes, enforcement and repeal, have both gained slightly in relative strength since the first tabulation of ten States in THE DIGEST of March 15.

And of course there has been a corresponding slight decline in the modification ratio—about one and one-half per cent.

One of the curiosities of the poll, so far, has been the neck-and-neck race in Indiana between modification and repeal for second place on the winning board. First place is held by enforcement, with 34,999 ballots to date. The figures in the second and third columns are 26,470 and 26,862, respectively. This rivalry began in the first tabulation, and the fans will be interested in tracing it back.

The same kind of a race on the wet side is going on in Minnesota, which gives a plurality to repeal—40,489. Its enforcement and modification columns, which have been racing for second place since the beginning of the poll, now stand respectively at 31,218 and 31,970.

Many other interesting features of the poll will be discovered by the earnest fan as he goes over the figures.

Meanwhile, the progress of the great straw vote continues to be marked by exciting and amusing collisions of opinion. A touch of comedy not unworthy of Molière is furnished by an episode in Newark. As reported in the daily papers, Dr. Clarence True Wilson, general secretary of the Board of Temperance, Prohibition, and Public Morals of the Methodist Episcopal Church, "publicly advised a group of ministers to vote more than once in THE LITERARY DIGEST Prohibition poll if they received more than one ballot." (We are quoting the New York *Evening Post.*)

"If you get three ballots, it appears that you should vote them," Dr. Wilson is reported as having said. But later, when some of his brother clergymen exprest dismay, and asked him to modify his advice before a reporter left the hall, he confessed that "perhaps strictly we should vote only once."

But Dr. Wilson may be entitled to vote quite a number of ballots without sinning against himself or the poll. For instance, he may have received one ballot in the canvass of twenty

FIFTH REPORT OF THE LITERARY DIGEST PROHIBITION POLL

State	*For Enforcement*	*For Modification*	*For Repeal*	*Total*
Alabama	3,623	2,215	2,249	8,087
Arkansas	4,206	2,129	2,153	8,488
California	41,155	46,658	51,661	139,474
Colorado	9,170	6,669	5,147	20,986
Connecticut	9,817	17,067	27,422	54,306
Delaware	1,376	929	2,299	4,604
District of Columbia	2,648	3,216	4,956	10,820
Florida	2,410	2,309	3,253	7,972
Georgia	5,012	3,989	4,361	13,362
Idaho	421	271	444	1,136
Illinois	51,232	64,330	98,567	214,129
Indiana	34,999	26,470	26,862	88,331
Iowa	28,089	20,087	19,426	67,602
Kansas	30,792	12,698	9,687	53,177
Kentucky	8,028	6,720	9,801	24,549
Louisiana	1,503	2,148	3,510	7,161
Maine	4,960	3,013	4,713	12,686
Maryland	5,016	6,159	11,940	23,115
Massachusetts	23,964	20,285	36,881	81,130
Michigan	34,863	39,538	52,980	127,381
Minnesota	31,218	31,970	40,489	103,677
Mississippi	2,247	1,399	1,981	5,627
Missouri	35,061	27,051	48,028	110,140
Montana	730	735	1,237	2,702
Nebraska	13,605	9,687	8,730	32,022
New Hampshire	3,701	2,767	2,835	9,303
New Jersey	24,400	41,866	68,421	134,687
New York	67,048	130,541	207,029	404,618
North Carolina	7,236	4,561	3,750	15,547
North Dakota	3,799	3,564	4,190	11,553
Ohio	65,007	68,696	70,750	204,453
Oklahoma	8,471	4,581	4,123	17,175
Oregon	9,545	8,318	6,864	24,727
Pennsylvania	64,599	67,335	124,269	256,203
Rhode Island	2,234	2,830	5,607	10,671
South Carolina	2,231	1,480	1,796	5,507
South Dakota	4,497	3,661	3,059	11,217
Tennessee	6,495	3,461	3,423	13,379
Texas	16,207	10,017	9,810	36,034
Utah	616	425	412	1,453
Vermont	2,269	1,675	2,110	6,054
Virginia	5,693	5,196	8,693	19,582
Washington	13,157	13,126	12,087	38,370
West Virginia	5,409	4,607	4,507	14,523
Wisconsin	13,790	17,817	26,745	58,352
	712,549	754,266	1,049,257	2,516,072

THE QUESTIONS

1. Do you favor the continuance and strict enforcement of the Eighteenth Amendment and Volstead Law?

2. Do you favor a modification of the Volstead Law to permit light wines and beers?

3. Do you favor a repeal of the Prohibition Amendment?

millions, another in our special poll of Digest subscribers, another in our special poll of clergymen, and so on. And he is welcome to vote them all, because the special poll ballots are specially marked, and are not counted in with the great poll. They are presented as separate and supplementary straw votes—those of bankers, teachers, doctors, lawyers, clergymen, and Digest subscribers.

Most of the stories one hears of people receiving more than one ballot arise from these special poll ballots. On the other hand, we have discovered some sporadic instances of duplication in the general poll—but what can you expect in a straw vote of twenty millions? What really counts is the proved integrity of our system.

Probably there is no more repeating in the Prohibition poll, or any other Literary Digest poll, than there is in the average national election.

We believe there is very much less.

Obviously there is lacking a strong, practical incentive for ballot-stuffing. No offices are at stake, no political fortunes or business issues are involved. And The Digest's well-tested system of distributing ballots to responsible and impartially picked individuals, by mail, makes it difficult to repeat and practically impossible to obtain ballots in quantity.

But the old and familiar cry of repeating is rending the heavens again, as it did during previous Digest polls. For there are always worthy friends who feel dissatisfied or alarmed over the way the voting is going, and they never fail to take up the "repeating" crusade in a serious way.

Hence the simple-minded are asked to believe that the poll is being stuffed mysteriously by the sinister "interests" of the other side.

To any one familiar with the workings of a Digest poll, the idea is childish, but it finds enough believers to deluge our mail with artless warnings and inquiries.

Another old friend is the charge that women are not receiving ballots, only men. This lively criticism, with its appeal to the proper pride of American womanhood, is being used this year with greater skill and energy than ever before, as propaganda to throw doubt on the results of the poll.

And yet a Southern reader wrote to us protesting that only women were receiving ballots in that town!

And we may mention in strict confidence that thousands and thousands of women are sending in their individual subscription orders to The Digest—orders filled out on blanks which could not be obtained except by tearing them off Prohibition poll ballots!

Moreover an overwhelming majority of women are expressing themselves in our special teachers' poll, which is practically a feminist referendum.

Before the poll is over we may furnish other particularly striking evidence to show that The Digest has provided the women of the country with ample opportunities to say their say on Prohibition—and that they have said it with the admirable vigor of their sex.

Here we quote a friendly word from the Brockton *Enterprise:*

> "Using a system which in previous national polls, against criticism more scathing, revealed public opinion with extraordinary accuracy, The Literary Digest has declined to change, amplify or modify it. Common sense and fairness approve the magazine's firmness in this respect."

In fact, it would be impossible to carry out this tremendous poll if we allowed our elaborate system to become a plaything of partizan criticism, or if we diverted our energies into the field of controversy over the machinery of the poll itself.

A letter in the New York *Evening Post* repeats with variations the accusation that Digest ballots are sent chiefly to "known wets." *The Post* responds with an editorial note, thus:

> "If it be supposed that the editors of The Digest are wizards enough to know beforehand all the wets and all the drys in the United States, it must consequently be supposed that they are wasting money in sending out their questionnaire."

(*For further news of the Prohibition Poll, see page 54*)

Underwood & Underwood photograph

WILL H. HAYS, THE MOVIE "CZAR," AND SOME OF HIS PRETTY SUBJECTS AT HOLLYWOOD

THE NEW MORAL CODE FOR THE "TALKIES"

"GAZE YOUR LAST on the 'excessive' screen kiss.

"Listen your last to 'pointed' profanity in the films.

"Bid farewell to the bed, the bathtub, the hula skirt, unless these items prove absolutely essential to the austere requirements of art.

"And save a sob for the distraught director who, when the scenario lags, can no longer bid the heroine disrobe.

"The talkies have reformed. The villain can't even say 'Lord,' unless he adds, benignly, 'bless you.'"

Thus writes Jessie Henderson in a Hollywood dispatch to the Baltimore *Evening Sun*, telling us of the new code of morals for the motion-picture world. The code was announced in New York City on April 1. Philip Pearl, writing in *The World*, breaks the news thus:

> "Give ear, ye 250,000,000 children of the world's movie audience, to the latest commandment of Will H. Hays, the guardian angel of your favorite art and entertainment; its new-found voice henceforth shall not be lifted up in praise of illicit love, foul murder, or strong drink.
>
> "No longer can the silver speech of the silver screen lisp lightly of the allurements of sin. Crime, in the shadowy world of the cinema, must go hand in hand with punishment, and tippling must be followed not only by intoxication but disgrace.
>
> "Loudly had the ministers and the shepherds of the flocks cried out against Hollywood 'warbling its native woodnotes wild,' booming strange oaths, hiccoughing in its cups, exterminating its villains with the casual rattle of machine-guns.
>
> "Their prayers were answered yesterday when the Board of Directors of Mr. Hays's organization, the Motion Picture Producers and Distributors of America, Inc., ratified a new code of movie conduct 'that not only will determine the character of most pictures exhibited in 22,000 theaters in this country, but which serve a world audience of more than 250,000,000 people weekly.'"

No sooner was the code announced than a controversy over it broke out. Praised as "wholesome" and "a needed protection," it is also assailed as "flapdoodle" and the death of the motion-picture art. This code, which every important motion-picture producer is said to have promised to observe, contains these tenets:

> "That the use of liquor in American life shall be restricted to the actual requirements of characterization or plot.
>
> "Pointed profanity is forbidden.
>
> "Obscenity in word, gesture, reference, song, joke, or by suggestion is forbidden.
>
> "Indecent or undue exposure is forbidden.
>
> "That scenes of passion shall not be introduced when not essential to the plot; sex perversion or any inference of it is forbidden on the screen.
>
> "That the sanctity of the institution of marriage and the home shall be upheld; that adultery shall not be explicitly treated or justified.
>
> "That crimes against law shall never be presented in such a way as to throw sympathy with the crime as against law or justice.
>
> "That acts of murder or brutality shall be presented only in such a way as will not inspire imitation; that methods of crime shall not be presented in explicit detail on the screen; that revenge in modern times shall not be justified as a motive.
>
> "Dances which emphasize indecent movements are to be regarded as obscene; the subject of white slavery shall not be treated on the screen.
>
> "No film or episode may throw ridicule on any religious faith; ministers of religion in their character as ministers of religion should not be used as comic characters or as villains.
>
> "The use of the flag shall be consistently respectful; the history, institutions, prominent people, and citizenry of other nations shall be represented fairly."

Altho Mr. Hays denied the code "resulted from pressure brought to bear by reform organizations, and described the rules as 'self-discipline' of the industry," he did say that——

> "In the completion of this task the industry owes much to studies made by leading dramatists, educators, and psychologists, and to the cooperation received from church leaders, from leaders in the field of child education, from representatives of many women's organizations, and from other students of our moral, social, and family problems."

The adoption of the code, in Mr. Hays's opinion, "marks the greatest step taken by the motion-picture industry in the direction of self-government, to the end that the entertainment, educational, and informative values of the theatrical screen shall conform not only to the best standards of this art, but to the wholesome instincts of life." Further explaining the code, Mr. Hays said:

> "Crime, brutality, vice are among the facts of life, but it is recognized that there is a right way and a wrong way to present such facts on the screen.
>
> "The love of man and woman, the social problems that emphasize the need of religious, ethical, and moral teachings are obviously proper plot material for motion-picture presentation. Nevertheless, the screen which reflects the art of the multitudes, with its vast popular appeal, owes a definite responsibility to public morals to treat all sex relationships with due care and judgment.
>
> "Such subjects as hangings or electrocutions, third-degree methods, brutality, apparent cruelty to children or animals, must be treated, the code provides, within the careful limits of good taste."

"The new code is generally considered an outgrowth of severe criticism by prominent churchmen, who charge that the moral character of audiences is being undermined by the sort of action they see on the screen," says the New York *Times*. "Outstanding among these critics have been the Rev. Guy Emery Shipler, editor of *The Churchman*, and Canon William Sheafe Chase."

Cheers and jeers greeted the new movie commandments, as the New York *Evening Post* points out in an interesting symposium on the subject.

"It's time somebody kicked Will Hays off his tin throne and put a man with a real point of view, a sound philosophy of life, in his place," declares Morris L. Ernst, New York attorney.

"The 'code' is an absurd effort to set up artificial and extraneous standards in the field of an art which is just beginning to find itself," says Forrest Bailey of the Civil Liberties Union.

And Arthur Garfield Hayes, national Director of the Civil Liberties Union, "sees the screen degenerating into something of 'nauseous and innocuous simplicity' under such a code," which will become "merely a compendium of sentimental flapdoodle."

But the new code has a host of supporters, too. Thomas A. Edison, for one, wired congratulations on "working out a code for production of motion-pictures which will obtain uniform interpretation of subject-matter consistent with the judgment of the best elements in the international constituency which the motion-picture has come to serve in so remarkably short a period of time."

The following message came from George M. Cohan:

> "I believe that business self-government along with clean, decent pictures will mean the life of the industry."

Harvey Parnell, Governor of Arkansas, wired:

> "I indorse promulgation of new code. Believe it will insure much benefit to society."

This same division of opinion marks editorial comment, as some papers decry and others defend the new code.

To the New York *Evening Post*, there is in it "something calculated to bring a smile or a shudder to the sophisticated—the smile would spring from a sense of the childishness of it all, and the shudder from its commercialism." Says the New York *World:*

> "The materialism of the movies, their constant celebration of the acquisitive and competitive instincts is far more deeply degrading, even to the sexual life of an adolescent, than ribaldry or coarseness."

On the other hand, we find the Springfield *Union* declaring "the new code is commendable and is welcome for expressions of noble sentiments which the producers are expected to live up to." "Some few patrons may object and brand the pictures as dull," comments the Boston *Post*, "but they will be lost in the mass of those who applaud the new idea."

BLAME FOR THE PALESTINE RIOTS

THE KILLING IN THE HOLY LAND of 133 Jews and 116 Arabs, to say nothing of 500 more people wounded in last summer's riots, naturally called for such a "magnified coroner's inquest"—the Manchester *Guardian's* phrase—as the inquiry by Sir Walter Shaw and his associates.

Eagerly has the report of this commission been awaited.

Now it is published, and the fact that it can be described by the New York *Herald Tribune* as "a monument of compromise" does not diminish excited comment in Arabian, Zionist and British political circles. "Arabs are jubilant and Zionists greatly disappointed," is the way a New York *World* correspondent sums up the impression made.

It so happens that a delegation of Arabs are now in London to discuss the future of Arabs in mandated Palestine. No less a person than their leader, Musa Kazim Pasha Husseyni, says: "We are pleased to know that once again we find the British people are just."

But Dr. Chaim Weizmann, head of the World Zionist organization finds the report "unsympathetic" and "a severe disappointment." Colonel Josiah Wedgwood, M. P., a friend of Zionism, predicts "it will create Jewish exasperation and annoyance with England all over the world."

In New York, called the greatest Jewish city in the world, the American Zionist Organization calls the Shaw report a "concession to criminality" motivated by politics, whether consciously or unconsciously. Similar utterances come from Jewish papers.

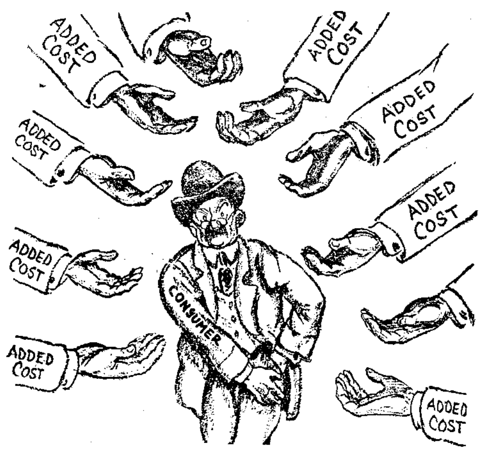
The Shaw document is tremendously long and most carefully worded.

The actual outbreak last summer is characterized as "an attack by Arabs on the Jews, for which no excuse in the form of earlier murders by Jews has been established." Summarizing its own findings the commission declares that the fundamental cause "without which, in our opinion, the disturbances would either not have occurred or would have been little more than a local riot, is the Arab feeling of animosity and hostility toward the Jews, consequent upon the disappointment of their political and national aspirations and fear for their economic future. This feeling is said to be "based on the twofold fear of the Arabs that by Jewish immigration and land purchase they may be deprived of their livelihood, and in time pass under the political domination of the Jews." The most startling portion of the document, in the opinion of our editors and press correspondents, is the declaration that the British Government ought to define "with unequivocal clearness" its interpretation of its duties to Jews and Arabs under the Palestine mandate.

WHAT DO YOU KNOW ABOUT THAT?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 5.

1. What broadcasting secret may the moon solve? (p. 34).
2. Where was a notable snub recently administered to Judge Lynch? (p. 24).
3. What is the average life span of our Presidents? (p. 14).
4. What was the Yamen? (p. 17).
5. What are "repeaters" in automobile driving? (p. 44).
6. What uses does the cinema make of smoke-screens? (p. 28).
7. Who recently made the first flight to Bermuda? (p. 12).
8. How may a top spin a man? (p. 32).
9. Who are the Calvert Associates? (p. 23).
10. What besides our jazz annoys Europeans? (p. 20).
11. What Chinese city was formerly called Peking? (p. 17).
12. In what part of Japan is the so-called "Communist Village"? (p. 17).
13. What is the "lung" of a submarine? (p. 32).
14. What caused Cuba's recent one-day strike? (p. 13).
15. Who was the King of Iraq? (p. 18).
16. Who is slated to be Haiti's new President? (p. 13).
17. When did the Salvation Army come to the United States? (p. 24).
18. Who has rated United States' civilization above Europe's? (p. 20).
19. Who framed the new moral code for the "talkies"? (p. 9).
20. What new use has been found for corn-sugar? (p. 32).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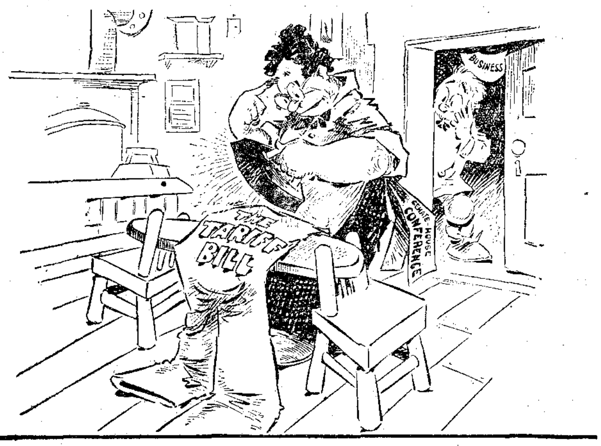
CONSUMER

SENATE PUTS "FINISHING TOUCHES" ON TARIFF BILL
—Page in the Louisville *Courier-Journal.*


BUSINESS
THE TARIFF BILL
SENATE-HOUSE CONFERENCE

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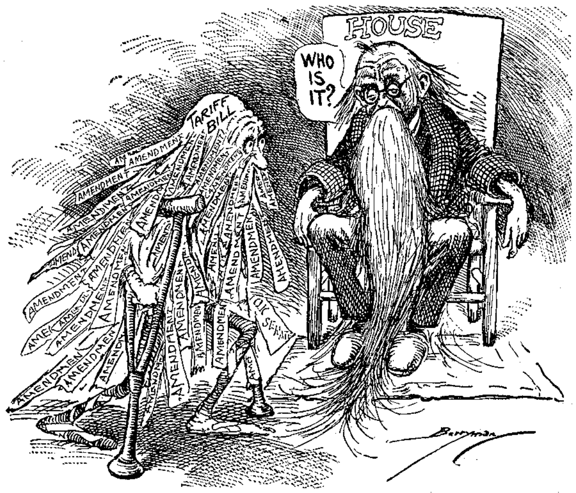
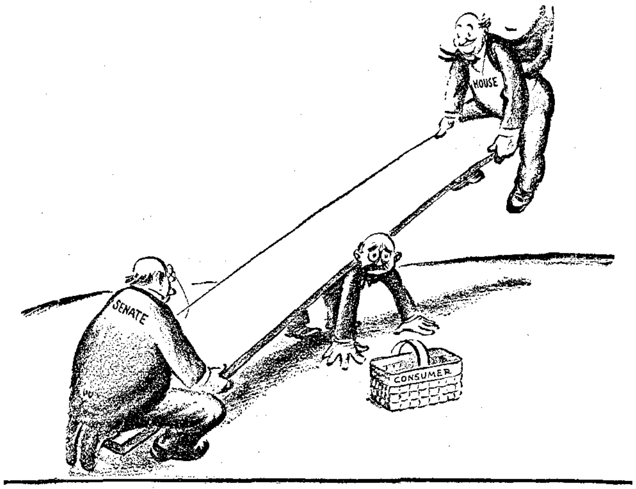
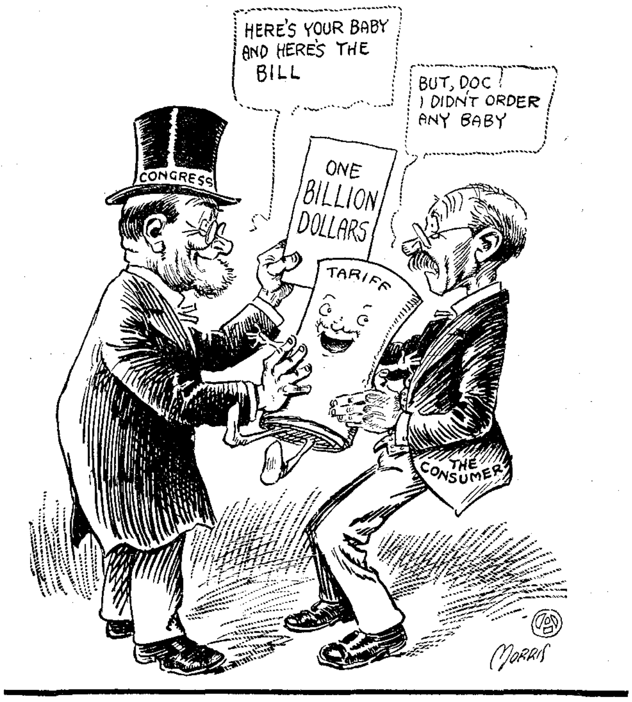
IT WON'T BE LONG NOW
—Hanny in the Philadelphia *Inquirer.*


HOUSE
WHO IS IT?
TARIFF BILL
AMENDMENT
SENATE
Berryman

THE PRODIGAL RETURNS TO HIS FATHER
—Berryman in the Washington *Star.*


HOUSE
SENATE
CONSUMER

THE TARIFF CONFERENCE
—Fitzpatrick in the St. Louis *Post-Dispatch.*


HERE'S YOUR BABY AND HERE'S THE BILL
BUT, DOC I DIDN'T ORDER ANY BABY
CONGRESS
ONE BILLION DOLLARS
TARIFF
THE CONSUMER
MORRIS

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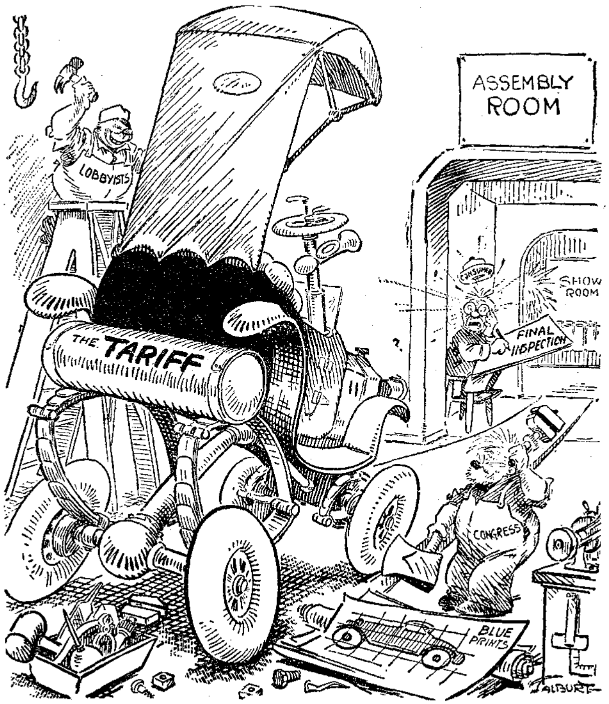
EXPENSIVE
—Morris for the George Matthew Adams Service.


ASSEMBLY ROOM
LOBBYISTS
THE TARIFF
CONSUMER
SHOW ROOM
FINAL INSPECTION
CONGRESS
BLUE PRINTS
TALBURT

WE HAVE A SUSPICION IT WILL NEVER GET BY!
Talburt in the New York *Telegram.*

CARTOONISTS SMILE WHILE TARIFF-MAKERS CONFER

THE FIRST FLIGHT TO BERMUDA

FINDING A PINHEAD IN THE OCEAN—shooting at the tiny island of Bermuda by airplane—opens the 1930 season of Atlantic flying exploits.

By the narrow margin of sixty miles, we read, Captain Lewis A. Yancey and his two companions, in the monoplane *Pilot*, failed in their 760-mile non-stop flight from New York.

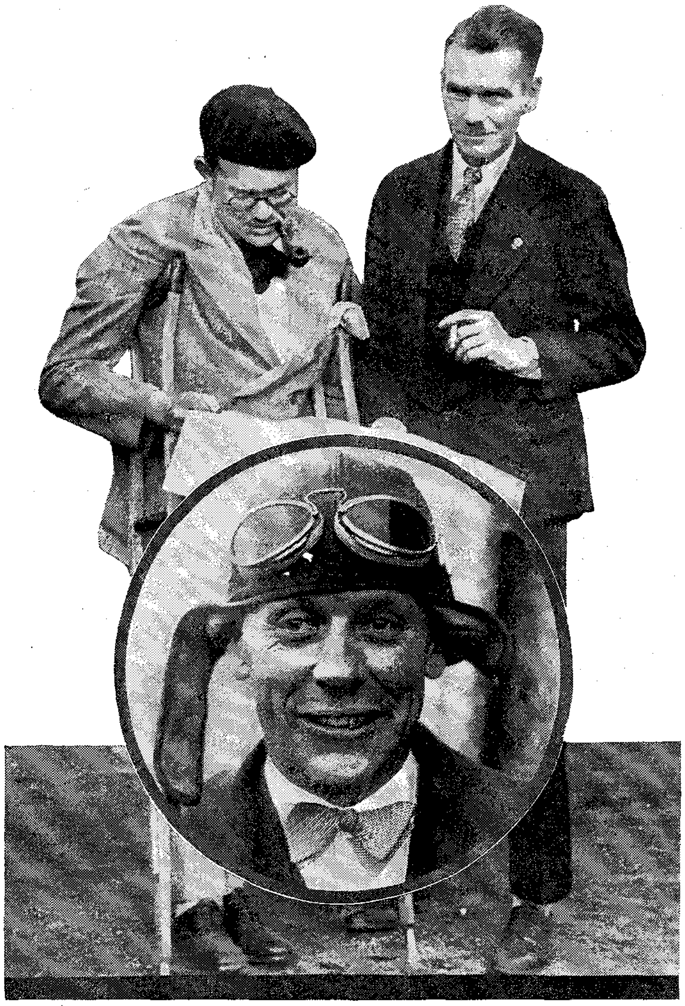
But their navigational sharpshooting was not at fault. When darkness overtook them, they "set her down" on the ocean for the night. In the morning they soared on toward their goal, and soon were circling Hamilton, Bermuda, in triumph.

"The ship, for the first time in the history of ocean flying," says the Associated Press, "had descended at sea, spent the night there and then was able to continue her voyage under her own power." As for the difficulties faced by the trio, the Brooklyn *Daily Eagle* tells us:

"The flight is the first attempted with Bermuda as its goal. For some time the Bermuda Department Board had posted a $25,000 prize for the first flight, but this was withdrawn when aeronautical experts announced the flight and its navigation problem too hazardous.

"Tho the flight is comparatively short for an oceanic hop, its navigation problem has been pronounced fully as difficult, if not more so, than the flight from the Pacific coast to Hawaii.

"Bermuda occupies scarcely twelve square miles of area—hardly a pinhead on the ocean's expanse. Beyond, bee-line, lies more than 6,000 miles of water to Africa."



International Newsreel photographs

THEY FOUND A PINHEAD IN THE OCEAN

By flying from New York to Bermuda. Left to right: Zeh Bouck, radio operator, and William H. Alexander, pilot. In the circle, Captain Yancey.

Announced as "an attempt to prove the feasibility of regular mail and passenger transportation between New York and Bermuda," the flight was started on April 1, in a Stinson-Detroiter monoplane equipped with pontoons. With Yancey were W. H. Alexander, pilot, and Zeh Bouck, who, altho a cripple, moving about with great difficulty on crutches, is an experienced radio operator.

The take-off was delayed for two hours, we read, partly because of inability to get the heavy plane into the air, and this delay was blamed for the failure to make it a non-stop flight. For more than eight hours, until it descended to the ocean, the ship was in constant wireless touch with the New York *Times*.

"Yancey and his companions spent the night at sea," the Associated Press tells us, "rather than risk overflying their goal in the Atlantic." Reading further, we find that they took off again at 6:15 A. M. to complete their journey. Then:

"After flying forty-five minutes, the plane ran out of gas and was forced to land in a choppy sea. The first to sight them were Captain Landman and Pilot Warden. A motor launch put out to their assistance and this was followed by a second boat containing newspaper men.

"After replenishing his fuel, Yancey completed the flight, accompanied by J. P. Hand and William D. Richardson."

OUR OVERFLOWING PRISONS

"PRISON POPULATION all over the United States appears to be at a peak now.

"New York has the greatest number of prisoners in its history, so does New Jersey, so does the Federal Government."

Thus the New York *Sun*, which also gives us the results of its survey of "thirty-seven of the most important prisons in other States." Federal statistics, we are told, "show that the number of prisoners grew in regular ratio with the population of the country from 1895 to 1915, but that since then it has increased out of all proportion." Reading further:

"Of the thirty-seven wardens who replied to inquiries from *The Sun*, nineteen said that population in their prisons was now at its peak. Many others said it was near the top figure. In some instances where it is down, there is a special reason, as at the Naval Prison at Portsmouth, New Hampshire, which, of course, is not so full now as it was during the war.

"The reasons given for the increase are varied, ranging from that of Dr. Raymond F. C. Kieb, New York Commissioner of Correction, who says that heavier sentences are being meted out under the Baumes laws, and that industrial depression is in part responsible, to that of Warden P. E. Thomas, of the Ohio State Prison at Columbus, who says simply: 'Reason for increased population, more coming in than going out.'"

The nineteen prisons reporting a record population as of March 20, and the number confined in each, are:

San Rafael, California, 4,972; Joliet, Illinois, 4,162; Michigan City, Indiana, 2,320; Fort Madison, Iowa, 1,220; Eddyville, Kentucky, 1,032; Frankfort, Kentucky, 2,314; Baton Rouge, Louisiana, 2,170; Jackson, Michigan, 4,675; Jefferson City, Missouri, 4,061; Raleigh, North Carolina, 2,345; Salem, Oregon, 882; Pittsburgh, Pennsylvania, 1,953; Howard, Rhode Island, 709; Columbia, South Carolina, 697; Petros, Tennessee, 897; Richmond, Virginia, 2,670; Moundsville, West Virginia, 2,277; Walla Walla, Washington, 1,197; Waupun, Wisconsin, 1,286.

"Many of the wardens declined to comment or said they were at a loss to offer explanations of the increased prison population," says *The Sun*. "Those that did, advanced different theories."

"Mounting desire to obtain funds without work, and liquor situation placing money in possession of the wrong people, plus a lowering of respect for law and rights of others by general public." This is the explanation offered by H. C. Hill, head of the prison at Joliet, Ill. T. P. Hollowell, of Fort Madison, Iowa, declared:

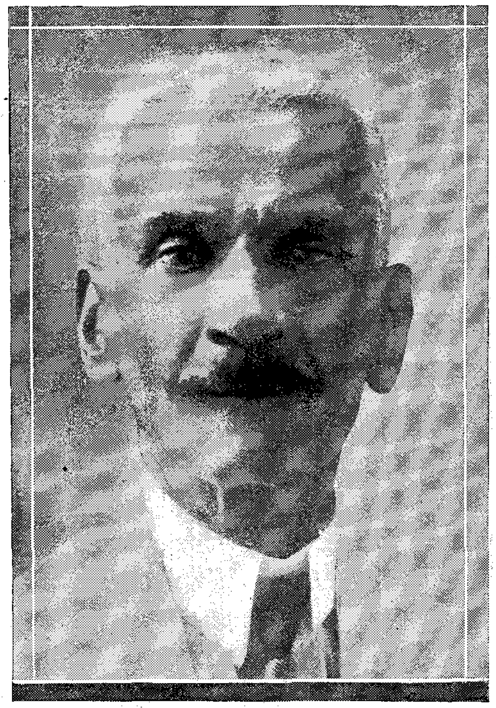
"Federal report shows big increase in the number of revolvers and pistols manufactured and sold in the United States. Prison population, murderers, and stickups will continue to increase as long as young men and women are supplied with arms and ammunition."

LETTING GO OF HAITI

"A TALL, DIGNIFIED, MUSTACHED, gray-haired banker of the purer Negro type," Eugene Roy, sixty-five years old, and not a politician, emerges as our chief hope of letting go of Haiti.

Upon him, as temporary President, all Haitian factions have agreed, we read, and he is due to take office on May 14.

This is the result of the short but feverishly busy visit of the Hoover Commission to the island republic, and, as a further result, official hopes now are high of cleaning up what the Washington *News* calls "the foulest corner in the last fifteen years of American imperialistic diplomacy."



International Newsreel photograph

HAITI'S PRESIDENT-TO-BE

On the basis of the commission's recommendations, President Hoover proclaimed "a new policy toward Haiti," on March 28.

The commission, headed by W. Cameron Forbes, negotiated, in little more than two weeks, an agreement whereby Roy is to be elected by the Council of State on April 14, to succeed President Louis Borno, a month later. Altho Borno maintained that, constitutionally, no legislative elections could be held before 1932, the news dispatches say that Roy is expected to call an election soon after he takes office.

Borrowing from a Washington dispatch of Franklyn Waltman, Jr., to the Baltimore *Sun:*

> "After fifteen years of constantly increasing intervention into the government and affairs of Haiti by the United States, President Hoover proclaimed a new policy designed to lessen that intervention gradually, commencing immediately, and to be completed by 1936.
>
> "The new program, promulgated by the President as the basis of Haitian policy for his Administration, comprised the recommendations and report of the commission sent by him to Haiti for a study of conditions there. Answering the President's question 'when and how' the United States should withdraw from Haiti, the commission proposed nine 'sequent steps.'
>
> "Abolition of the office of American High Commissioner and gradual withdrawal of the Marine Corps forces from Haiti, the progress of the withdrawal to be determined through agreement by the two governments, were the two outstanding recommendations in this program."

In place of the High Commissioner, the report recommends that a "non-military" Minister be appointed.

Mr. Waltman lists the proposed "sequent steps" thus:

> "A more rapid 'Haitianization' of the American treaty services.
>
> "That Americans with racial prejudices be withdrawn, or not sent to Haiti.
>
> "Recognition of both the temporary or provisional President and the President to be elected next fall.
>
> "That the new Minister negotiate further modifications of the treaty of occupation with Haiti with a view to lessening American intervention in Haitian affairs."

American papers, generally, praise the work of the commission. But many are far from confident that the program will prove a success.

"President Hoover is entitled to unstinted praise for the work he has inspired," says *The New Republic,* but the Washington *Post* declares "nothing would surprize well-informed Americans more than to see the experiment succeed." Many editors take the view of the New York *Herald Tribune,* which says "the commission has created an atmosphere rosy with promise, but the most difficult part of its task still lies ahead of it."

CUBA'S ECONOMIC ANGUISH

"SUDDENLY, THE UNITED STATES RECEIVES intelligence of Cuban unrest. Two hundred thousand workers leave their jobs for a one-day strike, and thrust grievances before the Government.

"Forth from post-war speculation and affluence comes a slumping republic. Five years of retrenchment among the cane-brakes, five years of General Machado, thirty-two years of American protection, and thirty years of independence, bring Cuba to a despairing impasse."

Thus writes Don Glassman in the New York *World,* in an article delving into the causes of Cuba's twenty-four hour strike on March 20. The demonstration was "called in protest," as a cable to the New York *Times* tells us, "against unemployment and a government decree for the suppression of certain labor unions accused of communistic affiliations." Street-cars were halted and two newspapers forced to suspend publication by the strike, we read, but there were no disorders. *The Times's* dispatch also tells us that:

> "A delegation of men and women claiming to represent thousands of workingmen, and headed by Ruben Martinez Villana, President of the Workers' Association, called at the Presidential Palace at noon and left a communication for President Machado containing demands for the revocation of orders issued by the Governor of Havana Province suspending their organization.
>
> "The communication also demanded recognition of the right of workers to organize and to strike, an end of intervention by the police in the unions, liberty of speech and press, a seven-hour day, payment of wages by employers and the State to the unemployed, assailed the rationalization of industry, and urged no eviction of unemployed from their homes because of non-payment of rent, free transportation for unemployed and their families while seeking work, and free night restaurants and shelter for the unemployed."

"A panacea demands a revision of economics," says Mr. Glassman:

> "Of every five pounds of sugar produced in the world annually, one originates in Cuba. Her minority in world production, opposition from the big beet lobby in Washington, and the Administration's signal failure to fix prices, precipitates the present debacle.
>
> "Labor's unrest is the inevitable upshot, but the Government frustrates a political uprising. Wilson's doctrine—America will not recognize governments erected by revolution—plants a Yankee ghost behind Machado."

Col. Carlos Mendieta, whom the "outlawed" Nationalist party hopes some day to install as President, told the same writer:

> "The United States should make a frank declaration of her policy toward Cuba. If she does not want a revolution in this country, America should interfere and enforce Article III of the Platt Amendment. If she declines to interfere, let her nullify the Platt Amendment, releasing her from obligations toward us, and allow Cuba to shape its own destiny. We may well ask: If the United States will not sanction a revolution to overthrow the present despotic power, why does she support a faction which gained eminence by forcing revolutionary reforms in the Constitution without consulting the people?"

"We are in the midst of a great economic crisis, but the Government is doing all in its power to relieve suffering," President Machado told Mr. Glassman. "In six months—give me six months—and all our difficulties will be settled."

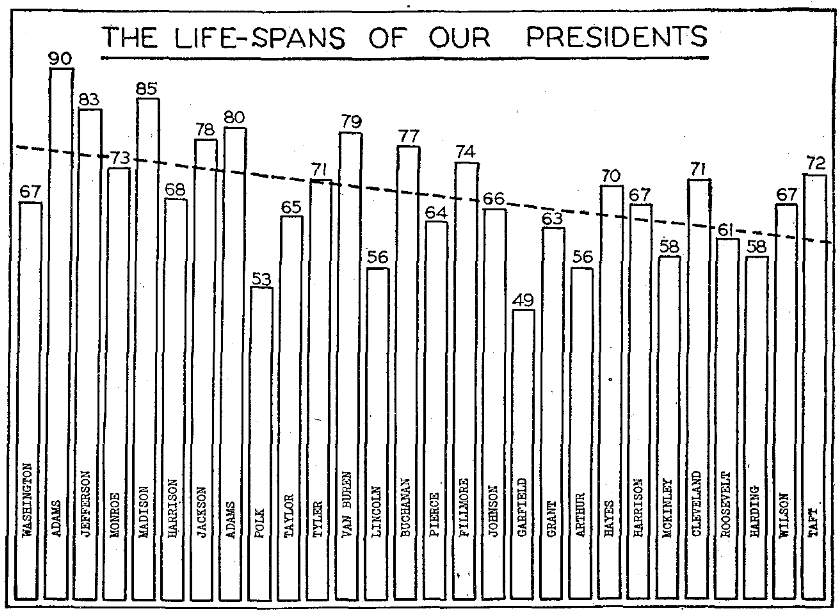
OUR FATAL PRESIDENTIAL LAURELS

DOES SERVICE IN THE PRESIDENCY clip years from a man's life?

One might think so, for "it is sadly true that the span of life of ex-Presidents has been shrinking since the early days of the Republic."

The recent death of former President Taft, at seventy-two, calls out this observation, in a bulletin issued by Col. Leonard P. Ayers, Vice-President of the Cleveland Trust Company, who also provides the interesting diagram reproduced on this page. He says:

"Twenty-eight Presidents and ex-Presidents have now terminated their careers at ages varying from ninety for John Adams to forty-nine for Garfield, and averaging sixty-nine for the entire group. The age of ex-President Taft was thus some three years greater than this average, but it is a disquieting fact that we must go back in the records for fifty-six years before we find in the case of Fillmore an ex-President who came to the end of his life at a more advanced age than Mr. Taft. Ex-President Fillmore was seventy-four years old when he died."



From the Cleveland Trust Company's Business Bulletin

Note that the dashed line reveals a general downward trend.

The upright columns in the diagram, we are told, represent the ages at death of these twenty-eight former Presidents. Continuing the remarks of Col. Ayers in the Cleveland Trust Company's *Business Bulletin:*

"One can readily see by mere inspection that the earlier Presidents lived to more advanced ages. A dashed line has been drawn through the tops of the columns accurately representing according to mathematical computation the general trend of the ages. It slopes downward rather sharply, and it would still do so even if one should omit the cases of Lincoln, Garfield, and McKinley, who were assassinated while in office. It is sadly true that the span of life of ex-Presidents has been shrinking since the early days of the Republic.

"This can be shown in another way. The twenty-eight ex-Presidents may be thought of as consisting of four groups of seven each. The average age at death of the first seven was nearly seventy-eight. That of the second seven, omitting Lincoln, was seventy-one. The average for the third group of seven, leaving out Garfield, was sixty-six. That of the fourth group, omitting McKinley, was sixty-six. These figures afford some evidence that the declining tendency is not continuing in more recent decades, but they still reflect the marked contrast between the greater longevity of the Presidents of the earlier years, and the lesser life-spans of those of more recent times."

But we are reminded that there probably could be no justification for "drawing the inference that the business of being President has grown so onerous and exacting that the holding of that high office is too great a burden for its occupants to bear without serious detriment to their health and vitality."

Indeed, "the records of life-insurance companies show that the expectancy of life among older people, and especially among business and professional leaders, is tending to decrease." "Despite all this," Colonel Ayers concludes, "it is clearly the duty of all good citizens to acquiese and to cooperate in all wisely planned efforts which aim toward lightening the almost intolerable official and social burdens which we impose upon our Presidents."

ATTACKING BANKRUPTCY EVILS

"AN ARCHAIC, INEFFICIENT, UNBUSINESSLIKE and graft-ridden wreck."

Such is the present bankruptcy system, according to the New York *World's* summary of the report made by the Donovan investigation.

Precipitated by the bankruptcy scandals of a year ago, the investigation, we read, was undertaken by Col. William J. Donovan for the Association of the Bar of the City of New York, the New York County Lawyers' Association, and the Bronx County Bar Association.

Warning that another scandal just as serious would inevitably result unless the law were changed, the 357-page report proposed fourteen amendments "radically changing the Federal Bankruptcy Act," says the New York *Herald Tribune*, "and designed to take the administration of bankrupt firms from the hands of unscrupulous attorneys and creditors." In his report, filed with Federal Judge Thomas D. Thacher, Colonel Donovan says:

"From the information obtained we were brought to the conclusion that the fundamental defects in administration are not restricted to New York, but exist generally throughout the country. Administration has become not only a burden to the courts, but legalistic, long-drawn out, expensive, and uncoordinated. It has developed on the part of business men an attitude toward the bankruptcy system of distrust and even disgust. Increasingly, they are turning to other methods of liquidating insolvent assets."

"The amendments provide a Federal bankruptcy commissioner who will act in an administrative capacity, assuming many of the duties now burdening Federal judges, and the proposals are expected to eliminate a huge economic waste, and speed procedure," points out *The Herald Tribune*, which also tells us:

"The proposed amendments are based on the assumption that the entire theory of the present law is incorrect, and that its mechanics are antiquated, as the law was passed in 1898. The report points out that the theory of the present law is that the creditors of a bankrupt institution could successfully manage its administration, but contends that in actual practise the creditors are nothing but tools in the hands of attorneys."

As summarized by the New York *Times:*

"The recommendations would speed up bankruptcy administration, place the administration of bankrupt estates on a business basis, relieve the courts of administrative responsibilities by centralizing them in the executive branch of the Federal Government, circumscribe creditor control, and enforce more efficiently the criminal and discharge provisions of the present bankruptcy act."

Many papers comment favorably on the Donovan report.

"The recommendations are reasonable, and when the report reaches Congress it should have prompt attention," remarks the Columbus *Dispatch*. To the New York *Telegram* "one of the most astonishing aspects of this report is that this country has tolerated such legalized and large-scale crookedness for so long a time."

TOPICS IN BRIEF

ITALY demands the right to wish for as many battle-ships as France wishes for.—*Dallas News.*

ARTHUR BRISBANE says that a man should rest at ninety. Most men do.—*Winston-Salem Journal.*

SUGGEST that the next LITERARY DIGEST poll be on the question of shorter or longer skirts.—*Tampa Tribune.*

NOW if it had been a shooting-star that the astronomers had discovered, it could have been named Chicago.—*Virginian-Pilot.*

THOSE Russian atheists would doubtless admit belief in God if you would merely grant that God is a Communist.—*Tacoma Ledger.*

THERE was once a time when the neighbors dropt in for a call instead of calling in for a drop. —*Louisville Times.*

PORTUGAL has announced a campaign to increase its Navy. It might begin with a disarmament conference.—*San Diego Union.*

THE LITERARY DIGEST poll may not settle the Prohibition question, but it should help solve the postal deficit.—*Fort Myers Tropical News.*

DIVORCES are getting quicker and quicker, but the system will never be perfect until it is possible to get one in time to stop an argument.—*Virginian-Pilot.*

THE discovery of that ninth planet proves that it takes astronomers a much longer time than movie producers to find new stars. — *Louisville Times.*

THE London disarmament conference seems to be an attempt of each nation to get as many cruisers as it possibly can with the consent of the other nations.—*Jackson News.*

IF further proof is wanted that the Republican administration at Washington desires to make the common people more prosperous it is to be found in the fact that skeletons have been placed on the free list.—*New Orleans States.*

PREVALENCE of frankly open necking among motorists along the highways would indicate that public sentiment is for public sentiment.—*Arkansas Gazette.*

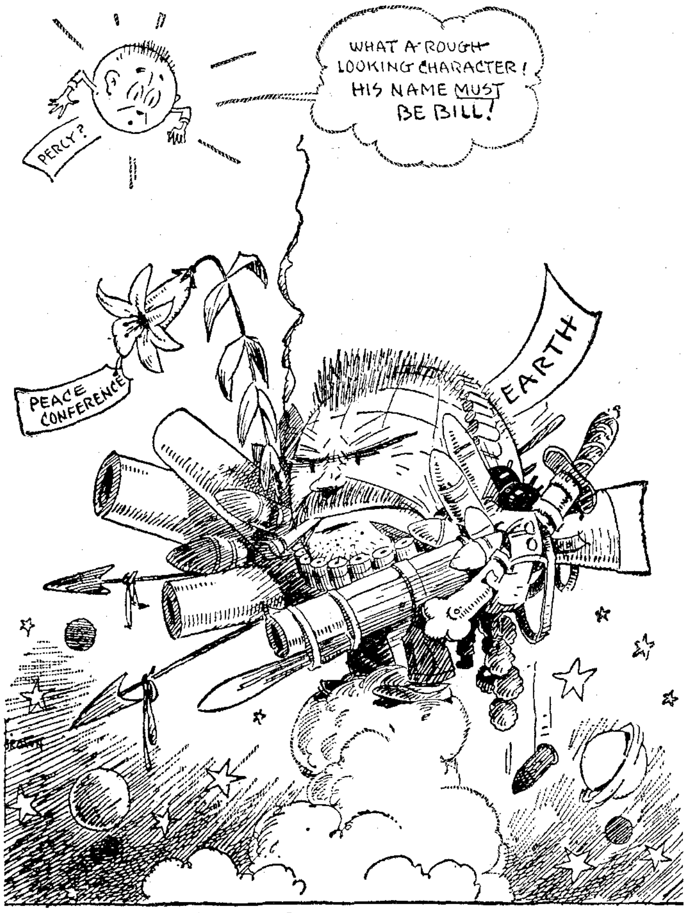
IF the Soviet's Prohibition of religion is anything like Prohibition in America, the Russians will get plenty of religion, nevertheless.—*Virginian-Pilot.*

IT is remarkable that the Government can spend $200,000,000 a year for new buildings and still retain the same old inkwells in every post-office.—*San Diego Union.*

YOU have probably observed from time to time that the grapefruit is one thing that manages to get itself into the public eye without the aid of the newspapers.—*New Orleans States.*

ARTHUR BRISBANE says: "There is plenty of money in the country, the difficulty is to get it." There are times when Arthur reveals a wisdom that is actually uncanny, and this is one of them.—*New Orleans States.*

UNIVERSITY picks President Hoover as one of the ten leading engineers of the past twenty-five years, but it is beginning to look as if he might be better off in his present job if he'd had a little training as a conductor.—*Macon Telegraph.*


WHAT A ROUGH-LOOKING CHARACTER! HIS NAME MUST BE BILL!
PERCY?
PEACE CONFERENCE
EARTH

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WHEN THE NEW PLANET DISCOVERS US

—Brown in the New York *Herald Tribune.*

DEFINITION: A pedestrian is a man looking for the place where he parked his car.—*Life.*

WICKERSHAM Sees Gain in Enforcement, reads a head-line. But it didn't say who for.—*Leesburg Commercial.*

ANY fat lady could tell the naval conference that attempts to reduce merely make things worse.—*Washington Post.*

AND the funny part of it is that the Russians who favor the religionless Sunday are not addicted to golf.—*South Bend Tribune.*

IT is predicted that the next time Mr. Hoover picks a national chairman he will find one who has never seen a power-house.—*Tulsa World.*

THE old saloon used to have a family entrance, and now the family has a bootlegger's entrance.—*Life.*

WHATEVER else may be said of the Hoover Administration, it isn't likely to ever be out of commission. — *Leesburg Commercial.*

FRANCE, who wants America to guarantee her security, evidently has not been reading any Chicago dispatches.—*Arkansas Gazette.*

APPOINTEES to the Supreme bench are usually quite elderly men, particularly after the Senate gets through criticizing their appointments.—*San Diego Union.*

THE height of conservatism is found in a newspaper dispatch describing a place where 7,000 barrels of beer were seized as a "former brewery." —*St. Louis Star.*

THE Senate has put up the bars against importation of dirty books, having implicit faith in the ability of native born American talent to supply the demand.—*Ohio State Journal.*

AS a great movement to follow Chairman Legge's advice not to plant so much, why shouldn't the farmers agree not to get up in the morning until seven o'clock instead of four?—*St. Louis Globe-Democrat.*

A GEORGIA medico avers that there is no such thing as spring fever. But if there isn't, there's something remarkably like it. —*Manchester Union.*

THE LITERARY DIGEST had a poll on the Presidential election; now it is having one on Prohibition. Next'll be on prosperity! —*Winston-Salem Journal.*

THE national bartenders' union has not yet called a special session on the strength of the Prohibition poll being taken by THE LITERARY DIGEST.—*Des Moines Tribune-Capital.*

SO Holland has added a half-million acres to the realm by pumping it dry. There is no telling how big this country will be, if the Prohibition enforcement improves.—*Detroit News.*

THE Italian Crown Prince has broken out on the front page by breaking out with the measles. Measles being the only thing the royal family in Italy can get without the permission of Mussolini.—*Chicago Tribune.*

THERE is something humorously naive in a recent official bulletin of the Soviet, which states that the recent week of prayer held all over the Christian world for the regeneration of Russia was a total failure!—*Philadelphia Inquirer.*

FOREIGN - COMMENT

ITALIAN EYES ON SKY WARFARE

"WO TO HIM who marks time while others advance in double-quick time!"

This warlike warning was issued in the Italian Chamber of Deputies by its President, Mr. Giurati, during a debate on the Army budget bill. According to the Italian press, his fear was that not sufficient funds would be forthcoming for the Air Budget.

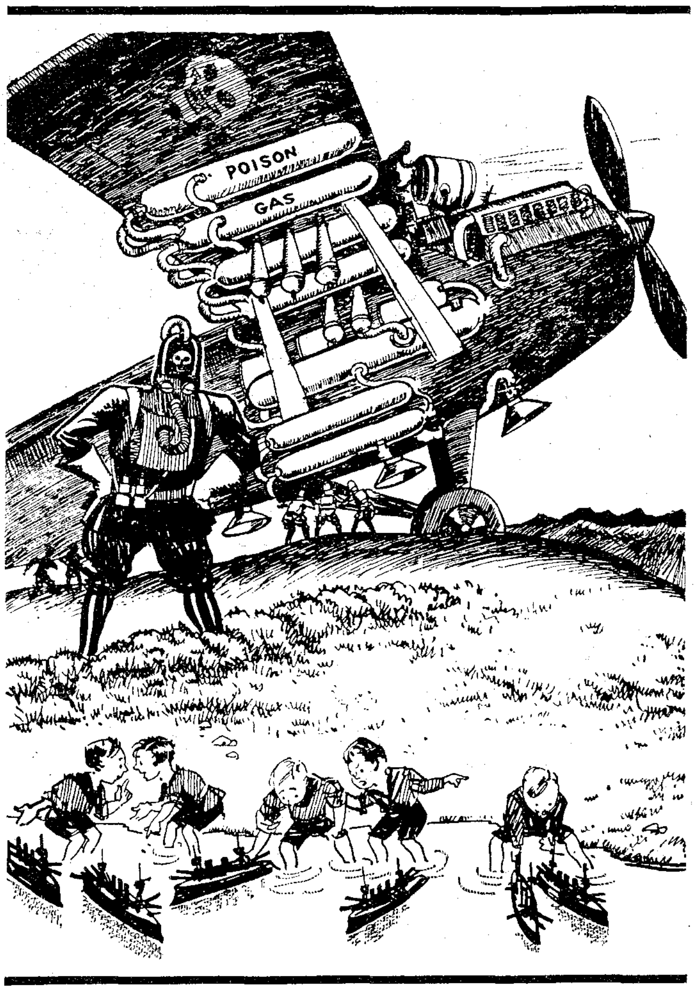
This scanning the skies for battle-fields while the Five-Power Naval Conference in London is seeking peace on the seas, tempts some editors to ridicule the whole question of eternal talk about peace "where there is no peace."

They note also that in other countries as well as in Italy the keenest attention is being directed toward aircraft as a weapon of war.

The Italian Army experts, it appears, uphold a budget of 1,000,000,000 lira for Italy's air force. [The Italian lira equals about 5¼ cents.]

How Italian defenders of this air budget consider the problem may be gathered from a statement in the Milan *Corriere della Sera* by Mr. Sereno, a member of the Chamber of Deputies, which reads in part as follows:

> "In future wars the army of the air will be the first to open hostilities. It is common knowledge, that what will weaken an army in action, is to destroy the spirit of resistance and the means of retreat as well as the *étape* and the whole nation back of it.
>
> "The only means of defense may be that of attacking the enemy in its rear line units and supplies and destroying its aviation fields, and also its principal centers of internal resistance."



"LIKE CHILDREN PLAYING WITH TOYS!"

"War-ships are to-day but expensive toys, in the opinion of some of those who have tried to visualize for us the warfare of the future!"

—*The Evening Bulletin* (Glasgow.)

This same member of the Chamber of Deputies, Mr. Sereno, is reported by the Rome *Tribuna* to have said:

> "It is affirmed that the World War finished before chemistry had the chance to perfect its means of offensive. Since the war, research for the use of gases has been intensified. All nations, even the smallest, have devoted themselves to the production of poisonous gases."

"The war of to-morrow will be a war of fleets and airplanes," declares another member of the Chamber of Deputies, Mr. Gray. He is quoted in the *Corriere della Sera* as adding that they will "swoop over the enemy territory and the army on the way to the front in the first hours of mobilization—which are the most delicate, if not the most decisive in any war." So he argues:

> "Thus with but a modest army of 200 planes, it will be possible for the enemy to patrol the frontiers with great unhampered speed, hidden by curtains of artificial clouds, while discharging tons of bombs."

The backbone of air armies according to His Excellency, Mr. Balbo, Under Secretary of Aeronautics, is "bombing apparatus." As quoted in the Rome *Tribuna*, Mr. Balbo averred that: "The aviation forces of every country show that they have been built up on a complete realization of this important fact."

The President of the Chamber of Deputies, who is mentioned above, Mr. Giurati, is quoted in the same Rome newspaper as saying:

> "Poisonous gas-bombs, and even cultivation of microbes, are ancient history in warfare to-day. However, should enemy planes carry either of these across the lines, we have only two means of defense, i. e., to block so completely the frontier with our air force, that it is impregnable, or create limited strategic points of aerial defense.
>
> "The first solution can not be realized. Hence there remains only the defense of these strategic points. This would mean cornering the planes which are about to attack a city, but this is very difficult to effect.
>
> "We must, therefore, have the courage to cancel the appropriations for the anti-aircraft artillery, which has proved impractical and inefficient, and dedicate the corresponding sum to other systems of defense."

Nor is Italy the only country that feels deep concern about its air defense. Criticism of the present British Government on this point is voiced also by the Aviation Correspondent of the London *Daily Telegraph* (Conservative). He pillories Britain's air weakness as follows:

> "The low strength of the British Air Force, judged by the standard of other nations, is shown by the following figures, drawn from official sources, of 'first-line' aircraft, sea and land:

	First-Line Aircraft
U. S. A.	900
France	1,350
Italy	1,000
Japan (about)	500
Great Britain	772

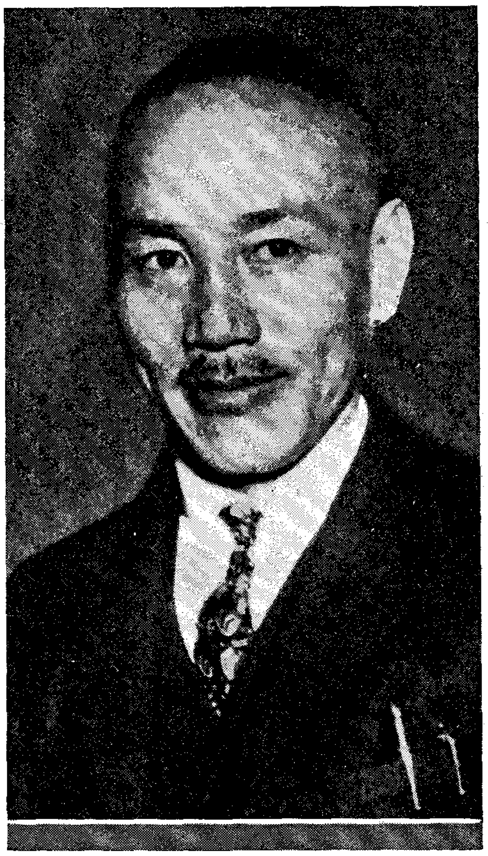
> "The total number of aircraft in the United States Navy and Army, including training and miscellaneous machines, is estimated at 2,200."

CHINA'S PRESIDENT WARNS

THAT CURSE OF OLD CHINA, a parasitic and corrupt mandarinate, we are told, seems to be a present menace among the officials of the Nanking National Government. The authority for this statement is no less a person than President Chiang Kai-shek himself. "One of the main purposes of the Revolution," he has declared, was to "exterminate the traditional mandarinate, which was characterized by corruption and lethargy."

So he warned all officials of the Revolutionary Government that they must "remain constantly on the alert and guard against falling into a rut."

The present Government, he said in a speech at Nanking, is not an ordinary "Yamen," and the Canton *China Truth* affords us a very vivid picture of what a "Yamen" really was:



PRESIDENT CHIANG KAI-SHEK

> "It was the office and residence of the gorgeous mandarins. The Yamen was a very dignified building which was not generally open to the public, even on official business.
>
> "Before a commoner could see the mandarin, he was usually subject to thirty strokes on the back.
>
> "Inside the Yamen medieval splendor prevailed. The haughty official invariably wore embroidered robes of silk, and imagined himself a very important and solemn personage.
>
> "The servants when addressing him had to lower their heads. He looked upon the people as ants, and could handle them in any manner he pleased.
>
> "His duty was to get rich quick, altho all the routine work was done by his secretaries and advisers. The most important function of the Manchu official every day was performed in the opium bed, where he thought out all plans to squeeze the people dry.
>
> "As President Chiang pointed out, the revolution is to wipe out parasites of this type. Apparently, there is still a large number of such officials, otherwise General Chiang would not waste his time in urging them 'not to regard themselves for a moment as officials in the traditional sense.'
>
> "His warning against the degeneration of former Peking officialdom should be borne in mind by corrupt and incompetent officials. Their sense of duty is to 'graft,' and they think mostly of lordly automobiles, mah jong, and dinner parties, depositing their wealth in alien banks, and buying real estate in foreign lands.
>
> "Their work is accomplished by the stamping the seals on piles of documents without the least consideration for the people."

Very sharply, then, this Canton weekly tells "these gentlemen" that they should not forget that by becoming officials they are not men of importance but merely public servants whose job is to render public service.

While they should be adequately paid for their work, it adds, "these servants should consider everything from the people's point of view, and not for their own benefit."

Meanwhile United Press dispatches from Peiping (Peking) advise us that:

> "A long-standing threat of civil war in northern China emerged to-day as an open attempt to set up a new government at Peiping.
>
> "An agreement to establish a provisional-party government as a rival to the National Government, which has its capital at Nanking, has been reached by representatives of the Left or Radical Wing, the Northern faction of the Kuomintang, and of the two most powerful individuals in northern Chinese military circles—Gen. Yen Hsi-shan and Marshal Feng Yu-hsiang."

JAPAN'S "COMMUNIST VILLAGE"

AT THE NORTHERN EXTREMITY of Japan there is a generally obscure large district called Higashitori-mura, and it is known as Japan's "Communist village." A Japanese educator, Takeo Ono, contributes an article about this region to the Tokyo monthly, *Kaizo*. It is translated and summarized for the Tokyo *Trans-Pacific* by Yoshinobu Takabe, from whom we learn:

> "The village consists of twenty-four hamlets, of which eleven are along the sea-coast, covering an area of about 100 square miles—a good-sized tho very thinly populated district.
>
> "The vast tract contains less than a thousand dwelling-houses inhabited by some 7,500 people. These hamlets are called 'communistic,' chiefly because the method of collecting and apportioning the fish which the villagers harvest from the sea is communistic, or at least primitive.
>
> "The eastern coast of the Higashitori-mura is washed by the Pacific, and those hamlets remain under perpetual menace of sea disasters. Tho only 30 per cent. of the inhabitants are living by fishery, the rest by farming, thirteen of the twenty-four hamlets being situated away from the sea, all the hamlets have some concern with marine industries.
>
> "And so for the villagers the Pacific is at once the provider of necessaries of life and the sad cemetery of the lost.
>
> "Early marriage is an accepted custom throughout the districts, and for the most part, a girl of fifteen or sixteen and a boy of seventeen or eighteen are usually espoused, not in legal wedlock, however, but for a sort of 'companionate marriage.'
>
> "That the village is notorious for the huge number of its illegitimate children, the general ratio of them being twenty out of sixty children, is entirely due to this custom.
>
> "Yet the public morals of the village look on the children as born in a form of wedlock sanctioned by the couple's parents. It is true there prevails a kind of sexual exclusivism based on village consciousness exprest in the slogan 'The Hands of Our Village Girls Should Be Given to Us Village Boys.'
>
> "Misunderstanding this, some travelers once wrote that the 'joint ownership of women' was still extant in a remote corner of the province of Mutsu.
>
> "Nowhere is such a habit to be found. The fact remains that the girls of a hamlet are married by the boys of the same hamlet.
>
> "The inhabitants are devout Buddhists, given to long pilgrimages. The villagers are generally pretty well informed of social affairs, and beside the fireplace, of a long winter night, the youth of the village take pride in telling of their trips to the cities."

Each hamlet in the Higashitori-mura district, we are then advised, has a "great family system" maintained by the spirit of mutual aid. The same system, it is said, applies to each house.

When the sons marry, it appears, a room is given to each son to live in it with his wife. All the sons of a "house-master," we are told, live under the same roof until they are forty years old, when they set up a branch family. The consequence, it seems, is that:

> "The house-master is burdened with responsibilities for a long period. However old, he has to take care of his house as well as fulfil his duty as an organizer of the hamlet.
>
> "Naturally, even if possest of wife and children, dependent men have no right to participate in the village government. The inhabitants of each hamlet meet once a month, when the accounts for the month are liquidated and public notices are reported and other matters are talked over.
>
> "A general meeting is held at the year-end to make the annual settlement of the accounts of the hamlet."

PEACEMAKING ON A BRITISH WAR-SHIP

WAR-SHIPS CAN BE PEACEMAKERS as well as dealers of death and desolation.

This is the comment of some editors on the reconciliation of two Arab royal potentates, whose long-standing feud has been a thorn in the side of the British.

What is more, some consider the birth of friendship between King Feisal of Iraq and King Saud of the Hedjaz—who is also Sultan of Nejd—to be a tremendous step toward peace in Islam. The reason given is that since the breaking away of the Turkish Republic from the State religion, all Orthodox Indian Moslems in India look to the Arabs as the people who are the real guardians of the faith.

The joint monarchs of the Arabs, the press reminds us, met and made friends aboard the British sloop H. M. S. *Lupin*, in the Persian Gulf, in the presence of the British High Commissioner in Iraq, Sir Francis Humphrys.

QUARRELING ARAB KINGS MAKE FRIENDS ON A BRITISH WAR-SHIP

Left to right: Sir Robert Brooke-Topham, King Ibn Saud, King Feisal, Sir Francis Humphrys.

The former royal feudists held a private conference, we are told, and discovered many bonds of union, which are recorded in a protocol of nineteen clauses. As the London *Sphere* notes, the protocol includes three vital clauses:

> "1. An undertaking to settle disputes over the interpretation of the treaty by arbitration.
>
> "2. Ibn Saud's acceptance of a proposal to give favorable consideration to Iraqi claims for reparations arising from the raids of recent years.
>
> "3. Nejd accepts the Iraqi point of view in regard to the maintenance of police posts in the Southern Desert."

What peace in "far-off Araby" means to the British may be gathered from an Indian point of view. Take that of the Calcutta *Statesman:*

> "When the war was over, there was no reason why the Arabs of Arabia proper should be dissatisfied. They had with the help of our arms and our money got rid of the Turks, and there was no question at any time of a British occupation or of mandate over their territories.
>
> "But civil commotion of a serious kind arose in the land. Two parties came into existence, one consisting of those who had actually fought against the Turks, and taken very large sums of money for doing so, and the other of people who had not gone out to war and got no money.
>
> "These last embraced almost all the Wahabi and other Puritan tribes, who strongly resented the interference of foreigners in their affairs. There was a good deal of fighting, with many ups and downs between the two parties.
>
> "The Puritans under Ibn Saud finally won and seized the Holy Places, and with them the sovereignty of Arabia proper.
>
> "There was no reason why the British should interfere in these civil wars. Now that Ibn Saud is secure on his throne, we have recognized him as King of the Hedjaz, and established diplomatic relations with him.
>
> "But people who have won their thrones by force are always seeking for new worlds to conquer. The desert Arabs looked with jealous and lustful eyes upon the fertile waters of the Tigris and Euphrates.
>
> "There was a series of little raids into Iraq, which to the Iraqis portended something much more serious in the future."

King Feisal put up a number of military and police posts to meet these raids, this Calcutta journal reminds us, and also obtained the use of British airplanes to check raiders who penetrated beyond certain points. King Ibn Saud does not seem to have objected to the use of British airplanes, it is said, but he did object to the police and military posts which he declared had been placed at points on his side of the frontier.

WHY STALIN PAUSES

JUST WHEN EVERYBODY thought "Big Boss" Stalin was determined to drive Soviet Russia's peasantry to annihilation in Communism, some journals find his campaign for moderation becoming as intense as was his campaign for the opposite a few months ago.

The word has gone forth, it seems, that peasants are not to be harried into collective farms, that their religious susceptibilities must not be too sharply shocked, and that the whole movement must proceed at a slower pace.

Noting the facts, says the Manchester *Guardian:*

> "The leaders of Russia see that things have been moving too fast for safety. They realize that you can not drive the peasant forcibly into new habits of life, or uproot, at a word, his conceptions of property and his religious sentiments.
>
> "If he objects to the closing of churches or the dismantling of steeples or to the seizure of his poultry and cattle, he can not be coerced. Without him the land will perish.
>
> "So, in one of those violent oscillations to which the Soviet Government is prone, expediency has for the moment caused a slowing down, if not a reversal, of engines.
>
> "Mr. Stalin expresses the new but very old truth in words which might have come out of a Fabian tract when he attributes what success the collective agrarian policy has had to its being based on the 'voluntary' principle.
>
> "'Collective farms,' he says, 'can not be established by force. Such a course would be stupid and reactionary. The movement must be based upon the active support of the main masses of the peasantry.'"

Nevertheless, Moscow press dispatches to Riga (Latvia) report "bloody peasant uprisings in several districts of Soviet Russia." Also it is reported that "Red troops sent to suppress the uprisings have refused to fire on the peasants."

This Riga cablegram to the New York *Sun* continues:

> "According to one version, the seat of the trouble is in central Russia, and according to another, it is in the Ukraine. Large forces of dispossest peasants have attacked the collective farms, wrecking and burning them. The Bolshevist commissioners on these farms have either been driven out or killed."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

DISRAELI SPEAKS

“DISRAELI,” THE FILM, as brought to life and voice by George Arliss, still goes strong.

It led *The Film Daily's* annual poll of four hundred newspaper opinions throughout the country as to the ten best films of 1929. Two hundred and twelve cities in forty-four States are represented, and one hundred and ninety-two votes went to “Disraeli.”

The talkie certainly gains a strong ally in this picture. The New York *Evening Post* admits itself a convert to the vocal screen, tho it sometimes finds the vocalism too strenuous for comfort.

Speaking of the film, which, together with the play done for several years on the stage, has become familiar to most people any way interested in the theater, *The Post* observes editorially:

“The picture, of course, is one of the few works of art produced in the cinema world. It has a definite plot, with the proper dramatic structure. It is beautifully put on, and finely acted. The spoken dialog is of the very essence of its effectiveness. Written ‘titles’ would be impotent to convey any such illusion.

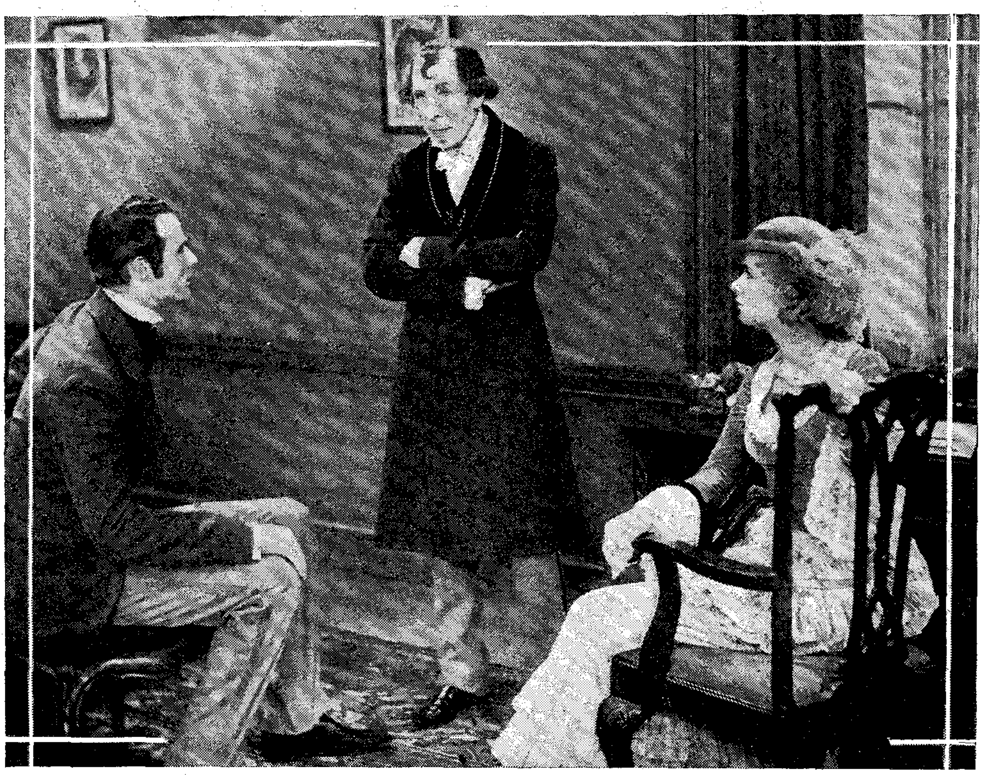
“In one respect only does ‘sound’ hurt illusion in this picture. It betrays the fact that the actors talk American English instead of English English. Hollywood will have to go heavily and painstakingly into the matters of accent and diction. Which may be another benefit chargeable to the ‘talkies.’

“What the adherents of the old silent movie object to, we imagine, is not so much the spoken dialog in a good play like ‘Disraeli’ as the overwhelming blast of sound that is machine-gunned out at them in the musical numbers on the program. Every critic has been hammering into the managers the idea that this music is too harsh and too loud. It seems to have no effect. The din keeps on as uninterruptedly as if everybody were demanding it.

“Perhaps better machinery eventually will iron out this defect. In the meantime, we wish to be set down as a convert to the ‘talkie.’ To say that all movies must be silent and that there must be no ‘talkies’ is as unreasonable as an empirical statement that down-town banks must not have up-town branches. Mr. Charles Chaplin does well to maintain the art of pantomime, in which he excels, but that is no reason why the art of the moving picture should not have the benefit of the medium of sound.”

It is not conceded all around that this is the perfect screen “talkie.” Pierre de Rohan, in *The Morning Telegraph* (New York), views it as a clever transference from the stage, rather than a creation in screen technique. In this the exquisite art of George Arliss carries the day, and public approval shows that audiences are not so meticulous as critics:

“True, Mr. Arliss's acting is not of the modern restrained school. It is robust and forthright, the acting of the new-old masters who earned universal recognition for the American stage in the days when the rest of the world considered us barbarians. But, to dispel false fears, neither is Mr. Arliss's art the ranting and roaring of the ancients. Rather, it is the happy medium, the natural, full-scale expression of life. From the most subtle nuances of irony and persuasive wit to the emotional abandon of anger and despair, and back again, the veteran stage star moves with the smoothness of a calipered shuttle, bringing to each mood and manner a convincing ease that could have been acquired only through a fortunate combination of genius and ripe experience. His is the full art of the stage, and to the ‘talkies’ it is a rare gift, as priceless as an example as it is valuable for its own sake.



DIZZY SENDS *LORD DEEFORD* TO BUY THE PANAMA CANAL

“In the screen version of ‘Disraeli,’ the director begins with a few short and diversified shots illustrating the home life and public career of ‘Dizzy’ Lord Beaconsfield. These soon give way to the sequences of the play, and thereafter the picture is no more than an audible photograph of the stage piece. No attempt is made to modernize the characterization of the play or to bring its 1911 technique into closer contact with modern understanding. Its villains and villainesses still are as awkward and bungling as of yore, and its secondary characters are still as stiff-necked and lacking in human qualities. It seems to me that these things might have been changed without affecting the historical accuracy of the play, and to its great advantage from the histrionic standpoint.

“These handicaps, together with the necessary disadvantages of a piece revolving about such unimportant (to American audiences in 1929) issues as the acquisition by England of the Suez Canal, Russia's enmity toward Great Britain, and Gladstone's opposition to Disraeli, are a heavy burden on the frail and ancient shoulders of the play. But with George Arliss in the title rôle, which virtually is that of a monologist, the producers need have no fear of a box-office failure.”

THE BLIGHT OF JAZZ AND THE SPIRITUALS

EUROPEANS MAY DETEST US; but our bewilderment over the cause is now pierced.

It is not due to the impending tariff, nor the war debts, nor the League of Nations, nor our hanging on to boxing championships.

Ernest Newman, the English music critic, says the great misfortune for America and Europe is jazz.

"For millions of Europeans, America means jazz, and jazz means America," says Mr. Newman, in *Vanity Fair* (New York); "and to every thoughtful European it is an affliction and an offense." The novelty attracted Europe for a time; "but jazz failed to produce any composers of its own who amounted to much; while European composers of standing who coquetted with it for a moment merely registered grotesque failures." Here's where we stand:

> "As time went on, the thing became more and more of a mechanical formula, and more and more of an offense. Being for the most part the product of musical illiterates and vulgarians, it soon wearied even the plain man in Europe, to say nothing of the musicians, by its incompetence, its monotony, and its banality. And, as if by the deliberate calculation of a malignant Demiurge bent on sowing the maximum dislike between Europe and America, the coming of jazz coincided with two other characteristically modern developments. One was big business; the other was radio. Big business took hold of jazz and established it in every place where a crowd congregated. Radio, following the dictates of big business and the line of least resistance, forced it into the home.
>
> "The upshot of it all has been that, for the first time in the history of the world, a foreign nation has come to be predominantly represented in the eyes of other nations by something that is an intolerable offense to them. A local development of a similar kind in literature would have remained virtually unknown to the rest of the world, especially in countries that spoke another language. It is the peculiarity of music that it is understandable by every nation, irrespective of language; and, as I have said, it was a misfortune of the first order that just when the world, for one reason and another growing out of the Great War, was beginning to take an absorbing interest in America, that country should figure before the eyes of the world in general mainly under this aspect alone—that of a purveyor of the most dreary, the most brainless, the most offensive form of music that the earth has ever known. The average European unfortunately knows next to nothing of the better sort of American music. For him, the national American music is jazz, the appalling thing that is as likely as not to assail his ears and turn his stomach each time he enters a restaurant or switches on his radio."

Mr. Newman asserts that, in Europe, the reign of jazz is virtually over; but, strangely enough, he finds an allied cause of offense in the spiritual:

> "The case as regards the spiritual is not quite so bad, tho it is bad enough. Here again the new thing was welcomed, at first, because it was new. The spirituals were not of much musical account in themselves, but they had a certain naive charm. It was undoubtedly an effort for English audiences to remain as serious as some of the singers were in face of words that had a strong flavor of the comic about them; but the effort was made, because it was recognized that, naive as these songs were, they were sincere. The trouble developed when the commercial exploitation of the spirituals set in—a process that might be described as the exploitation of *Uncle Tom*. The spiritual as *Uncle Tom* may have sung it was one thing. The spiritual as maudlinized by hefty gentlemen on the concert platform, and as dished up by 'arrangers,' was another. The spiritual as a simple melodic flowering of a simple religious sentiment had the appeal that sincerity is always sure of making; the spiritual decked out in the harmonic commonplaces and *clichés* of the academic 'arrangers' divided us between laughter and nausea. Once more we felt that we were being made the victims of an organized commercial 'push'; and once more we resented it, and once more the plain man on my side of the water saw 'America' in what was really only the activity of a few energetic Americans with an eye to business.
>
> "I am not justifying this general English and European confusion of American individuals and American business interests with 'America.' I am merely pointing out that it exists, and that while it exists it does not make for a sympathetic understanding of the real America. If the peace of the world is to be assured, let America, for heaven's sake, send us no more jazz and no more spirituals, but especially no more jazz. Do what you like with us, we say to you; raise your tariff walls till they touch high heaven, continue to spread the stereotyped fiction that England has a monopoly of rubber production, refrain from paying us a penny of what is owing by the defaulting Southern States while insisting on payment of our own debt to you; only send us no more jazz, and if possible take back what you have already sent, and all shall be forgiven."

WEST IS NOT EAST

MEI LAN-FANG has come and gone.

More than an exotic art of the theater has through him impress itself upon the New York consciousness.

You may say that the Chinese players were a fad; that the extended engagement to accommodate overflowing houses was just a tribute to a new fashion. But Arthur Ruhl, of the New York *Herald Tribune*, sees something more than that, something that touches the foundations of international understanding:

> "The practical success of young Mr. Mei Lan-fang's visit to New York is as surprizing, perhaps, as it is gratifying. That an artist of his rare gifts would attract a certain limited audience goes without saying, but it didn't seem at all certain, even after his highly successful first night, that an entertainment so exotic would draw enough of the general public to keep his theater filled even after several weeks.
>
> "There is scarcely anything for us to 'learn' from these Chinese plays and their players, as there was, for instance, from the visit of the Moscow Art players several years ago. The whole scheme of their fine and conventionalized art is too foreign to our temperament and time. But it is a chance to see something quite finished, in both a figurative and literal sense of the word, and quite perfect of its kind.
>
> "An American lady who has lived in Peking went to one of the many receptions being given here for Mei Lan-fang, and thus writes:
>
> "'I say "met him," but what I really did was to pass along the line and look at a beautiful presence draped in midnight-blue silk, and standing as aloof from us as if the figure had been painted on a wall panel. The effect on Mei, in that crowd, was not flattering to Aryan superiority. He made us all look as if we had been cut out by the Creator in a hurry, with rusty scissors. . . .
>
> "'He seemed to me the most finished product of an ancient an honorable race the world has yet produced, not only a great actor, but a supremely superior personage. Often, when I talk of China and her people here, I find myself focused with stares of combative amazement. People refuse to believe that this old race is in any way superior to us, whereas its advantages over us are manifold. It is true that when China suffers, she does it in a ghastly, wholesale way no other country can match; but, despite this, she has maintained her enormous population through the centuries more thriftily than any other race could have managed to do. . . .'
>
> "Your correspondent knows rather less than nothing about China, at first hand, but he must confess that when that engaging young Chinese lady who acts as mistress of ceremonies at Mr. Mei's performances comes before the curtain, and says sweetly, in her perfect English, 'Our next play comes from such-and-such a dynasty, in the third century B. C.,' his own complacent Aryanism also suffers a slight shock. It is all very well to look down, as we are wont to do, on China's 'starving millions,' and to contrast our radios and express trains with a civilization which, as one of its emperors long ago remarked, 'has nothing to learn from the West,' but who are we, a handful of rough pioneers, rattling round in what is still comparatively an empty continent, to pass judgment, until we, too, have a few thousand years of 'finished' civilization behind us?"

Mr. Mei is said to have been imprest with some things he saw in our theaters. Evelyn Gill Klahr writes in *The Theater Guild Magazine:* "What I could not bear to see would be the Americanization of that Chinese art." Could there be such a chance?

ARE WE SO CIVILIZED?

PARISIANS THINK PAUL MORAND spoke with his tongue in his cheek, the other day, when he compared American and European civilization.

They were not a little nettled to see their own achievements appraised as on a somewhat lower level than they usually regard them.

Does Morand really believe that "the U. S. is the center of modern civilization"?

He was speaking before the weekly meeting of the American Club in Paris, and declared that "Europe has all the drawbacks of standardization and none of its advantages."

This is the jibe so often leveled against this country. Now listen to one of the most traveled of Frenchmen, Paul Morand, who is reported, in the Paris edition of the New York *Herald:*

A SUPERIOR LIFE IN AMERICA?

Paul Morand says yes.

"'After all, is the United States so uniform, all over?' he asked. 'People believe it, but is it true? Is a house in Manhattan the same as that in Los Angeles? Or does a house in Washington Square resemble a house in Park Avenue?'

"It has been argued that one can not lead a superior life in America. 'Perhaps it was impossible to lead a life of the spirit in New York in the sixties, but now! By superior life, I mean this science which no book, no university teaches, which is, so to say, the exquisite essence of culture, and which we call, in French, "*l'art de vivre.*" You all know what it is, this gentle art of living? It is a lot of things: good manners, picture galleries, English tailoring, Paris frocks, the knowledge of wines, the enjoyment of conversation, the attendance of plays, or the strategy of love.

"'Good manners? In the eighteenth century we see *Van Dumpling*, the hero of an American comedy called "Contrast," who comes over to England, reads Lord Chesterfield's letters, and declares: "For a much-traveled man, New York is without the slightest interest." So, this kind of snobbism is, as you see, very old. Were I Lord Chesterfield, I would not send my son to the Continent to learn politeness, now, but to America. Life has become so harsh and brutal in Europe that I feel now like a rough pioneer, myself, like a European brute, when I go to America. . . .

"'We talk of our art, of our great European masters, as if they still belonged to us. Where are they? They are in New York, and, with the help of antique dealers, in fifty years Europe will be a kind of Middle West, and, no doubt, Salt Lake City will become a land of treasures, like Italy.

"'Let's go to Paris and see nice plays,' say people in New York. 'What do they see when they come over here? "Broadway Melody," "Show Boat," "The Trial of Mary Dugan," or "What Price Glory?"

"'Formerly, it took twenty-five years for a reputation to cross the Atlantic. To-day it takes a week—and, for bad reputations, even less. The books of Maurois, Ludwig, and others are published the same day in Europe and New York. The great actors of the world, from the Guitrys to Mei Lang-fang, the Chinese, are famous in Broadway.

"'Everywhere in New York you see beautiful libraries full of the rarest editions; everywhere you meet cultured women. Everywhere you get the impression that America can now do without Europe, and actually is. Immigration has practically ceased, to-day, in America; yet, without any fresh blood from Europe, we can see that it develops the most beautiful specimens of the white race. The same with culture. America, during the rest of this century, will possess a culture of its own. I am pretty certain that the day will come when our sons will say: "One can only live by leaving Europe."'"

Were the Americans tickled by hearing this? Perhaps they, like the French, saw M. Morand with a tongue in his cheek. *The Herald*, editorially speaking, solemnly warns all and sundry that "America has no desire for flattery or exaggerated praise, but simply for understanding of what is most characteristic of her and liberal appreciation of what is best in her." Then goes on:

"'Civilization,' after all, is a word of vague import. Is the American Union of States really, as M. Paul Morand told the American Club of Paris at its latest weekly banquet, the 'center of modern civilization'? Perhaps. But it is permissible to ask, 'What is modern civilization?'

"M. Morand defines the 'superior life' as the 'science which no university teaches, which is, so to speak, the exquisite essence of culture,' and in French '*l'art de vivre.*' That is very well; but then he goes further and enumerates some of the things which enter into the practise of this art. His inclusion therein of 'English tailoring, Paris frocks, the knowledge of wines, the strategy of love,' may be criticized as trivial, while omitting what is genuinely essential to civilization. His conception of it seems best connoted by 'luxury,' and luxury, it may be said, thus exalted to a place of worship, has been the ruin of more than one civilization. Instead of the things so enumerated, the finest element of true civilization is spirituality, and the finest flower of spirituality is the practise of that one greatest teaching of Jesus of Nazareth: 'Do unto others as you would that they should do unto you,' which merely expresses the basic principle of justice.

"Yet M. Morand has made a gracious gift to America in his warm-hearted and generous tribute, and it would be ungracious to subject it to too rigorous an analysis. He has answered for the gratification of our countrymen that noble couplet, most often quoted, perhaps, of all the spontaneous gems in the immortal poems of 'Bobby' Burns:

> O wad some power the giftie gie us
> To see oursels as ithers see us!

"From that which M. Morand has said of us we can appreciate better what may be termed the 'trimmings' of civilization, which in America are so marvelously lavish.

"But it is vain to question too closely the meaning of the word 'civilization' in an age when the corruption of language is so rapid and so impossible of control. M. Morand will encourage Europeans to a profounder study of American manners and culture."

THE COVER—This week the cover recognizes the reopening of the outdoor season. Not many of us will, save in imagination, ride the trail of this "mountaineer." The artist, Carl Rungius, is a notable animal painter. Hailing from Germany, his home has been in America for years. The Maine woods, the Wyoming hills, the wilds of New Brunswick, and even the Upper Yukon have been his hunting and painting grounds. Quoting from *American Forests:*

"Past master of the art of woodcraft, Carl Rungius is a charter member of the Camp-fire Club of America, and it has been written of him that 'no member of the club is his peer as an outdoors man.' Roosevelt once spoke of his painting of a bull moose as 'as spirited an animal painting as I have ever seen.' And another trail-mate says: 'He is a delightful companion, a good hunter and indefatigable in his art.' Elected an Associate of the National Academy of Design in 1913, and an Academician in 1920, Carl Rungius has exhibited at all the leading art exhibitions. His work has been awarded many prizes, among them the Speyer and Carnegie prizes at the National Academy. In addition to his animal paintings, his landscape work and etchings have received notable recognition. In all his painting Rungius has striven to produce harmonious works of art rather than scientific studies, and his phenomenal success is the best evidence how near he has shot to his goal.

"A Life Member of the Zoological Society of New York, member of the Painters of the Far West and the Society of Animal Painters and Sculptors, Mr. Rungius maintains his studio-apartment in New York City, and a summer home and studio in Banff, Canada."

RELIGION-AND-SOCIAL-SERVICE

THE SOVIET RETREAT

THE RETREAT HAS BEEN SOUNDED in Soviet Russia's war on God.

By order of the Central Committee of the Communist party, supreme authority in the Soviet Union, force and violence must not be used in the further collectivization of farms and the closing of churches.

Foreign observers believe, says an Associated Press dispatch, that a new and more moderate era in Soviet Russia is at hand.

Nevertheless, as dispatches inform us, the atheistic societies are proceeding with their program to observe Easter with blasphemous rites, and are continuing their campaign against all religion.

The ukase forbidding coercive measures against the rich peasants and the churches was issued just before the time set for world-wide prayer in behalf of the persecuted faithful. A few days later the All-Union Congress of Atheists, we read in an Associated Press dispatch, declared that their propagandists must abandon the idea that religion can be exterminated overnight, and delegates were instructed that excesses committed by atheistic workers and village officials in the Soviet war on religion must cease forthwith.

But, said M. Yaroslavsky, propaganda must be intensified, particularly among women, who, he avowed, are more superstitious and ignorant than men; and special attention must be paid to children. All the activities of children must be "permeated with atheistic and materialistic principles. We must not strive for big figures in the number of churches closed, but rather for the progressive conversion of the peasants and the workers into atheists by rational, scientific, and enlightened work."

The Soviet Government's opposition to religion, observes the Philadelphia *Inquirer*, "can always be subordinated to policy. The great outpouring could not fail to make some impression." And, says *The Inquirer:*

> "It is easy for Moscow to say that nothing was gained by this great outpouring of pity and indignation. But its pretense of toleration, hypocritical tho it may be, is a recognition of the force of the protest.
>
> "'He always wins who sides with God,' wrote Frederick William Faber, in one of his best-known poems. This is no paradox. Time will prove its truth."

Speaking of the flare of indignation with which the intercessory prayers were greeted in Russia, the Boston *Transcript* says that it "suggests that, down in their hearts, the Soviet Commissars are still afraid of the prayers of the righteous," and in the opinion of the Washington *Post*, "the mitigation of the anti-religious campaign can be explained in no other way than that the Communists are afraid of the extremities of their own measures." For—

> "Having met with stubborn opposition, they are forced to retreat, and propose to accomplish their Communistic revolution through persuasive means.
>
> "This is done to strengthen the Bolshevist cause.
>
> "But human nature is such that people will not give up freedom and their belief in God through persuasion.
>
> "The only hope the Bolshevists have for success lies in force. Their remorseless tyranny might keep the peasants in subjection for some time, but if the peasants are allowed to think and act for themselves, the experiment will be a failure.
>
> "It remains to be seen whether the advertised leniency is a camouflage, or whether it is a reactionary movement which may ultimately put the oppressors of Russia's peasantry to rout."

Yet the Detroit *Free Press* "can not avoid a feeling that the anxiety of many of our churchmen over Russia is a confession of their own feeling of weakness as much as it is a reaction to genuine strength of the enemy," and it observes:

> "Atheism is a negative thing at the best, and negation is wholly uninspiring to the normal mind. At times it may destroy dross, but habitually it disappears after doing its work, much as maggots do.
>
> "Atheism eventually can get nowhere in Russia or in New York, or in any other place, if believers in religion will work reasonably well at the job of making and keeping their faith pure, vigorous, sincere, and free from mundane corruption and adulteration."

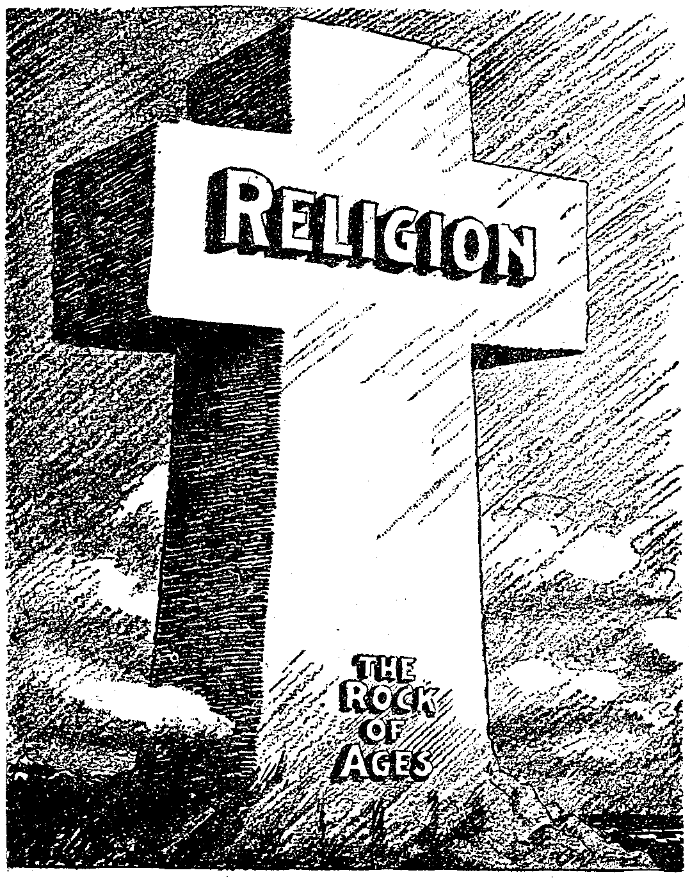
Then, turning to the religious press, we find *Zion's Herald* (Methodist) declaring that "atheism is one of the fruits of a thousand years of Greek Orthodoxy in Russia." Says the Boston journal, dramatically:

> "For ten centuries the church in Russia has had a part in sowing the seeds of revolution.
>
> "And in 1917 came the whirlwind.
>
> "Those who indulge in excessive denunciation and bitter hatred of the Russian Communists should read the history of the country.
>
> "What was the Church under the Czars?
>
> "It was, in fact, an arm of the Government, and was used by the rulers of that vast land as an 'opiate' to keep the people in subjection. Priests heard confessions and then reported them to the officials, thus sending many a poor man or woman, guilty of the sin of free speech, to Siberia.
>
> "The Church helped also to keep the citizens of Russia in a state of ignorance. What contribution did the Church make through the centuries to the cause of education?
>
> "The hated Bolsheviks have done more to overcome illiteracy in a dozen years than the rulers of Russia and the Greek Catholic Church have accomplished in any hundred years of the country's history. Superstition, false mysticism, ignorance, lack of vision, and, in all too many instances, disloyalty to the truth of Jesus have characterized the Greek Orthodox Church in Russia from the beginning. And then, at the end, a dissolute priest, guilty of the blackest sins imaginable, became the real ruler of Russia, and brought the whole rotten structure of the nation down with a crash.
>
> "This is the main background for the Bolshevik hatred of religion. These Communists look at the Greek Catholic Church of Russia and see through the long centuries of its history the exploitation of the poor man and the luxury of the priesthood, the fostering of ignorance and superstition by the hierarchy, an ecclesiastical partnership with czarism.
>
> "Is it any wonder that the Bolsheviks are bitterly opposed to organized Christianity as they know it?"

And *The Baptist* wonders whether celestial appreciation of irony is as keen as earthly circumstances warrant. "Behold the morning paper!" it exclaims. "While Americans are trying to pray the Russian dictators out of countenance, Haitians are trying to pray American marines out of Haiti. From the point of view of human administration, it would seem that the intelligence office of the Almighty is having a busy time. These interesting humans have a program all their own. When they are short on guns, they call on God."

To *The Congregationalist and Herald of Gospel Liberty* (as the merger of the Christian publication with the Congregationalist journal is named), the Russian persecution is "not altogether surprizing; nor is it, on the whole, much more unintelligent, undiscriminating, and intolerant, than the persecuting zeal with which certain political and religious conservatives, even in democratic America, regard Sovietism in general and Communists in particular. The protest against intolerance by those who are themselves intolerant is not likely to prove very effective, and the spirit that persecutes can never do much to dissolve the spirit of persecution."

But the objection in religious circles to the protests against the Russian persecution, says the Philadelphia *Bulletin*, "ignores the fact that the Church itself was a victim of Czaristic tyranny and that the present Orthodox Church, with its roll of heroes and martyrs since 1918, is not chargeable with the attitude of the former establishment. It also ignores the persecutions of Catholics and various other denominations, notably Mennonites, having no connection with the old established system, and of Jews."



WHEN BOLSHEVISM IS FORGOTTEN

—Gale in the Los Angeles *Times*.

"Communism," declares Father Edmund A. Walsh, S. J., Vice-president of Georgetown University, "demands the abolition of all religious beliefs and practise in every territory where it obtains the mastery. It requires a complete liquidation of the God idea, whether exprest by Christianity, Judaism, Mohammedanism, or, in short, by any form of belief which admits the existence of a Supreme Being." Father Walsh was addressing a mass-meeting of Roman Catholics, Protestants, and Jews held recently in New York City under the auspices of the Calvert Associates, a Roman Catholic organization dedicated to the maintenance and furtherance of the principle and practise of religious and personal liberty. As his address is quoted further in the metropolitan press, Father Walsh, who was director-general of the Papal Relief Mission to Russia during the 1922 famine, went on:

"The Jewish religion is assailed with the same method and equal hatred as the Russian Orthodox religion in Russia. Fifty per cent. of the Catholic clergy of Russia have disappeared since the revolution, through judicial murder, starvation, exile, or imprisonment.

"Strike the shepherd, and the flock will be dispersed.

"By indirect means the attack is now extended to embrace the Russian people as a whole.

"Already supreme arbiter of education, master of life and death, sole proprietor of the printing-press, dictator of employment, landlord of all lodgings, and autocratic distributer of ration cards, the Soviet Government next created and financed the 'Association of the Godless,' a militant atheistic league.

"Ten thousand antireligious clubs, protected and shielded by the police, are functioning and spreading hooliganism throughout the land; special and abominable films are displayed in hundreds of sacred places now confiscated and turned into clubs, museums, or theaters. Special universities have been consecrated exclusively to the war on God, and every teacher in every city, town, and hamlet is obliged to cooperate in this hideous campaign, under pain of party penalty. As was truly said during the speeches at Albert Hall, London, on December 19, 1929: 'To believe in God and to confess it is heroism to-day in Soviet Russia.'"

A large number of thoroughly authenticated documents, says the subcommittee to the American Committee on Religious Rights and Minorities, "prove beyond question that acts have been perpetrated that shock the moral sense of the civilized world and that overwhelmingly justify the protests being made." This report of the subcommittee was made public, and the mass-meeting in New York was held, after the news from Russia of the mitigation of the persecution. The American Committee on Religious Rights and Minorities is made up of prominent religious leaders, business men, and educators of all faiths. The report of its subcommittee is signed by Dr. Arthur J. Brown, chairman, and chairman emeritus of the Board of Foreign Missions of the Presbyterian Church of America. The report states that allowance has been made for the political, social, and religious background of the Russian situation, and that the subcommittee guards itself from criticism that published reports as to what is occurring in Russia are misleading, and that intolerance and antagonism to religious liberty have disgraced other countries, including our own. The report then goes on:

"The plain fact remains that religious persecution appears to prevail in Russia on a scale unprecedented in modern times; that this persecution is not based on objection to any particular form of religion—Orthodox, Jewish, Protestant, Roman Catholic, or Mohammedan—but to hostility as such, and a determination to extirpate it for the coming generation in any and every form.

"This determination finds expression in confiscation of churches, punishing priests, rabbis, and ministers who perform the duties of their sacred calling, forbidding them and all parents, under severe penalties, to teach religion to groups of children, however small, under the age of eighteen; while the Government, not content with forbidding the religious instruction of children, itself teaches them in government schools to repudiate and hate religion as superstition and the enemy of the State."

A PLEA FROM A FREETHINKER—Hear a freethinker's protest against antireligious propaganda. He would not take any soul from its shelter. Dr. E. Wengraf writes in *Neues Wiener Journal*, as it is translated in the Minneapolis *Lutheran Church Herald:*

"All antireligious propaganda seems to me to be criminal.

"Not that I wish the prosecution of the propagandist as a criminal—certainly not; but I consider him immoral and execrable. I am moved not by religious zeal—that is far from my motive—but by the experience of a long lifetime that a religious person is in like circumstances happier than an irreligious one.

"How often have I not, when my faith has been distracted by indifference and skepticism, envied other persons when their deep faith gave them a firm hold through all the storms of life. To uproot such persons spiritually is a shameless proceeding. . . . I am opposed to all proselyting. And yet I can understand that one who believes himself to be in possession of salvation-bringing faith seeks to carry it also to others.

"But the propaganda of the skeptic I can not understand. To entice a person from the hereditary home of his soul, to let him wander guideless in a wilderness of hypothesis and philosophical theory—that is criminal fanaticism or criminal frivolity."

FIFTY YEARS OF SAVING SOULS

IT WAS A WINDY DAY IN MARCH, but they no sooner landed than they began to pray and sing, offering salvation to the sinners gathered around them.

Many were attracted by the sound of drum, cymbal, and trumpet. Some openly scoffed; others were reverent. Reporters asked questions, and theatrical men sought their services.

An offer to appear on the stage of "The Gentlemen's Sporting Theater, Billiard Parlor and Shooting Gallery" was instantly accepted, and on Sunday night, between the acts of "Uncle Tom's Cabin," they held their first meeting and began their mission of saving souls in the new country.

So, as the New York *Times* depicts the scene, the Salvation Army came to this country fifty years ago. They stept ashore at Castle Garden, New York, now the site of the aquarium, and eventually found a refuge in the Grand Union Hall, at Seventh Avenue and Thirty-fourth Street.

Of that little band of pioneers—one man and seven lassies—only one is left—Major Emma Westbrook, now eighty-six years old, but still on active service in Yonkers, New York. She is witness to the fact that the Salvation Army celebrates its Golden Jubilee with 1,735 corps or posts, with 4,814 salaried officers and cadets, 24,881 unpaid local officers, 124 men's industrial institutions, 35 maternity homes and hospitals, 10 children's homes, 9 women's residences, 12 settlements, 91 employment bureaus, and 16 general hospitals and dispensaries in which 49,224 patients were treated last year. The Army reports also, we read, 109,296 converts for 1929, and 126,346 men and women placed in employment.

Courtesy of the Salvation Army

A PIONEER LASSIE—MAJOR EMMA WESTBROOK.

So has the Army kept the pot boiling, and a remembering press rises to the occasion.

"The aiding of the poor, which has been a persistent activity of the Salvation Army," the Brooklyn *Eagle* reminds us, "has been done without any of the spirit of patronage." And, looking back over the Army's eventful history of fifty years, the Albany *Evening News* recalls:

> "It has overcome a prejudice that existed in its early days, it has turned the ridicule of the unthinking of long ago to admiration and praise for its great service to humanity. It has overcome many obstacles, even opposition that at times became almost violent, and it has gone its way, along roads where others scorned to go, bringing real help to those along the byways.
>
> "It has the congratulations of the nation and the thanks of millions for what it has done and is doing."

"May its onward march not be halted in the years to come," prays the Boston *Post*, and the Syracuse *Herald* winds up a congratulatory editorial with the remark:

> "Its present American jubilee is the all-sufficient justification for repeating now that the good it has done among its lowly beneficiaries has been prodigious."

A DEFEAT FOR JUDGE LYNCH

MARTIN MARYLAND WAS IN THE DOCK at Montgomery, charged with a crime against a white woman.

A jury of white men faced him.

Outside and in the courtroom were stationed soldiers sent there by the Governor of Alabama to see that justice was done, that lynch law was not invoked. All the protection the State could provide was given to the Negro.

So Martin Maryland had the chance to establish his innocence to the satisfaction of judge, jury, and prosecutor. It was a plain case of mistaken identity, we read, and the solicitor announced that he could not conscientiously ask for conviction. The jury promptly brought in a verdict of acquittal, and Martin Maryland went forth a free man.

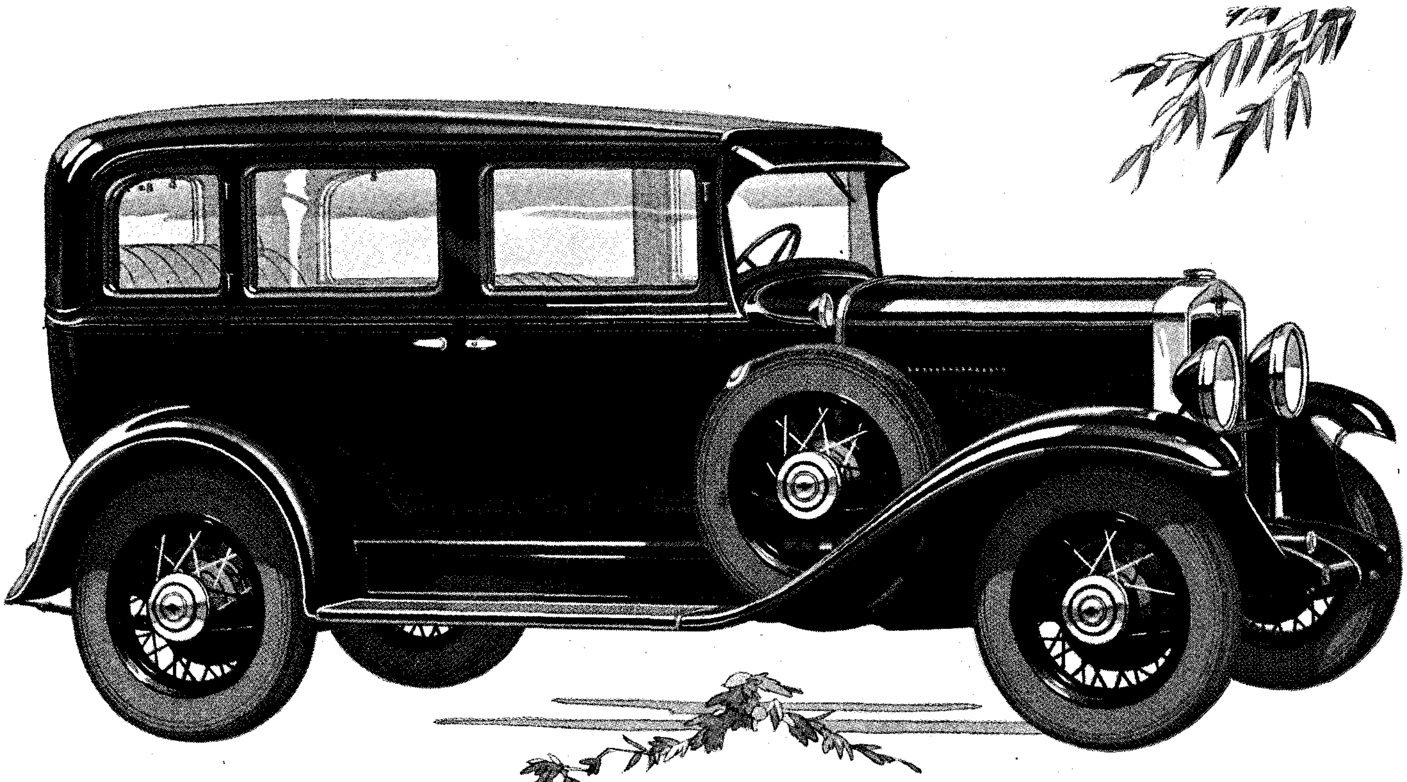
The State had, perhaps, saved a life, and, certainly, it had saved its honor.

And two Alabama papers are glad that justice was administered, that Martin Maryland lives, and that Judge Lynch had no opportunity to press for private vengeance, which, in this case, would have been wreaked against an innocent man.

"The hapless victim of circumstance," observes the Montgomery *Advertiser*, "had a close call, but not a closer call than the honor of the State. It is greatly to the credit of the State that this man was given adequate protection and the ordinary guaranties of a fair trial so meticulously enforced in this case."

There is nothing to brag about in the acquittal, observes the Birmingham *Age-Herald*. For, "after all, the doing of justice under the law should be so much a matter of course that the mere color of the defendant would not figure in the adjudication. But that," we are told, "is a principle which is sometimes upheld with difficulty, and it is the fact that in this particular case it was maintained so strikingly that Alabamians find something to stir and stiffen them in their devotion to fair-play and a square deal for Negroes in and outside the courtroom." And we read:

> "So, in having a judge and a solicitor of this caliber, Montgomery County was enabled to prove that the law can be administered without discrimination. The only fly in the ointment is that justice was done under the protection of armed militiamen. That argues that we have considerable ground to cover before we shall have freed ourselves of the ugly shadow of lynch law.
>
> "And until that time comes, our gratification in the splendid triumph of legal equality at Montgomery must be sobered by a sense of frustration. Unless and until we are sure that no alien force can thrust itself into our courts and enforcement of law, we must remain conscious of a yawning gap in our life. Thoughtful Southerners have reason to feel that a bridge is being rapidly erected over this chasm. But they will wait until passageway over it is the only path, before they are ready to rejoice in the redemption of this section from the blood lust of the mob."



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The Phaeton	$495
The Sport Roadster	$555
The Coach	$565
The Coupe	$565
The Club Sedan	$625
The Sport Coupe	$655
The Sedan	$675
The Sedan Delivery	$595
Light Delivery Chassis	$365
1½ Ton Chassis	$520
1½ Ton Chassis with Cab	$625
The Roadster Delivery (Pick-up box extra)	$440

Prices f. o. b. factory, Flint, Michigan

Broadening the appeal of a line of cars that has already enjoyed an impressive nationwide reception—Chevrolet now brings to the low-price field a distinguished new enclosed model—the Chevrolet Special Sedan.

In style and individuality, in completeness and comfort, this new creation represents another outstanding achievement of Fisher and Chevrolet designers.

Its modern beauty is emphasized by the addition of six wire wheels, with large, chrome-plated hub caps. The two spare wheels are mounted in special fender wells.

The exterior color scheme combines smart Boulevard Maroon on the body with a harmonizing shade of red on the wheels.

And the interior is replete with all those luxuries of appointment usually found only in costly cars—arm rests, silk assist cords, combination vanity case and smoking set, rich upholstery fabrics, and wide, deep seats with form-fitting cushions.

A Chevrolet dealer is only a short distance away. Visit him *now* and see this smart new Sedan. You will discover an infinitely finer, more complete, more luxurious car than you ever thought possible at so remarkably low a price.

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The excellent reputation enjoyed by Pontiac has not been won through sales success alone. It is founded on a more enduring basis—the lasting satisfaction of Pontiac owners. A finer Pontiac each year has kept this satisfaction constantly on the increase. And so this year, noteworthy new improvements in the New Series Pontiac Big Six are even further extending Pontiac's fame. New-styled Fisher bodies contribute fresh beauty and substantial new comforts. Interiors are richly tailored in mohair upholstery, with generous room for relaxed ease. New Lovejoy Shock Absorbers still further emphasize Pontiac's easy riding qualities. Important, too, is the added safety provided by improved four-wheel brakes and the new, non-glare sloping windshield. New smoothness is attained by the new-type rubber mountings which cradle Pontiac's big 60-horsepower motor, and greater handling ease is provided by a new-type steering mechanism operating on roller bearings. When you drive the New Series Pontiac Big Six you will sense a marked improvement in performance. And when you inspect it closely, you will discover a painstaking attention to detail which says in no uncertain terms, "Here is a quality car." . . . Seven body types. Prices f. o. b. Pontiac, Mich., plus delivery charges. . . . Oakland Motor Car Company.

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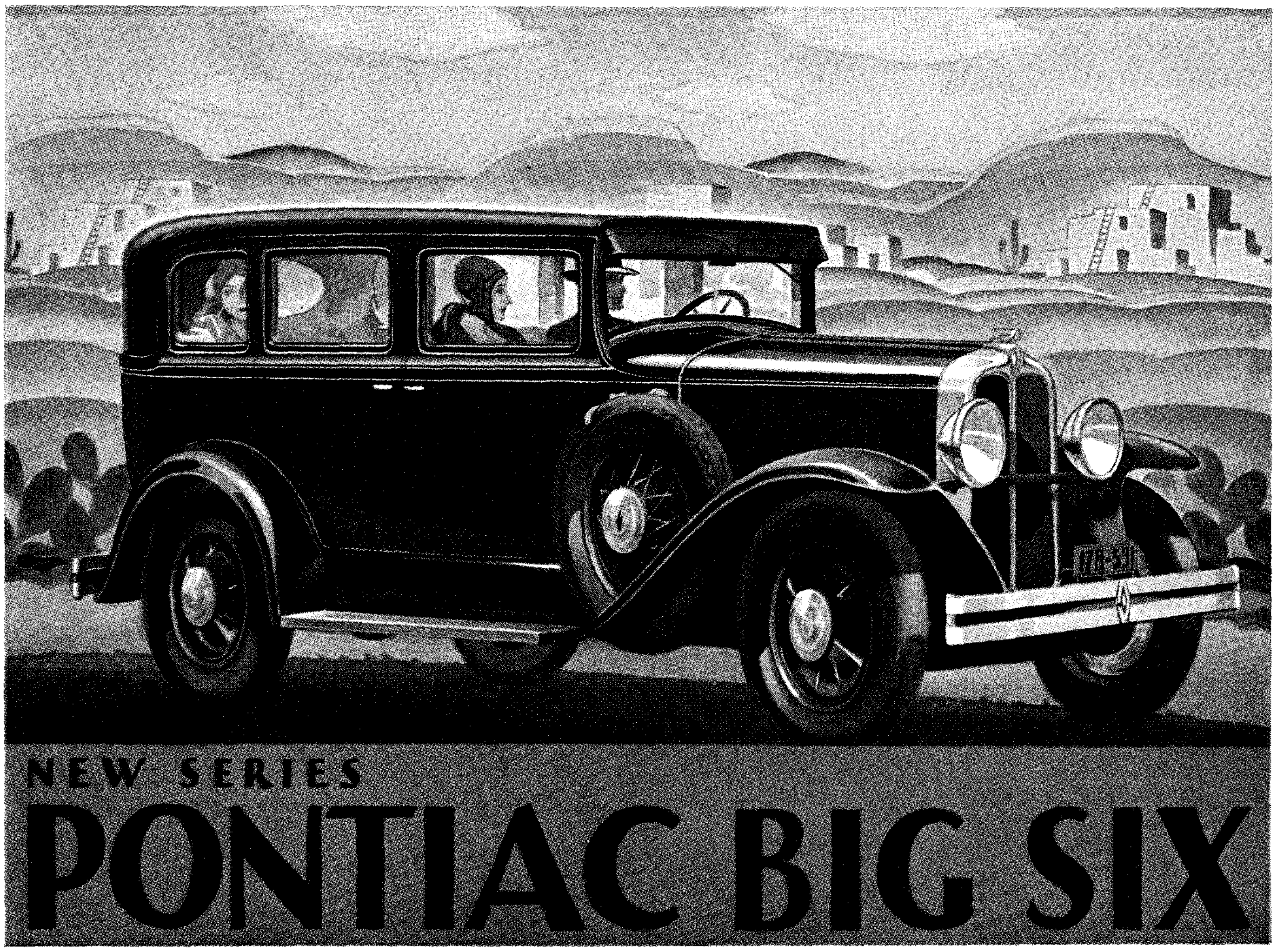


Illustrated above: The Custom Sedan · Body by Fisher

Product of General Motors

CURRENT POETRY

Unsolicited contributions to this department can not be returned

INSCRIPTIONS that should make any heart glad are these in *The Yale Review* (Spring, 1930):

INSCRIPTIONS

By Richard Aldington

Think well of me, but not too well.
I would not seem to fail you
As I must
If you esteem me overmuch;
But love more than well,
For too much love
Was never known beneath the sun,
And only your great love
Can soothe that shame
Of knowing me unworthy of your love.

Through you I have inherited a world—
Myself.
And another mysterious and enchanted world,
So mysterious and lovely and beckoning
In the dew and the pure gold dawn.
I tremble, standing in silence
On the verge of these worlds.

I loved thee once, Atthis—
But no,
Pale beautiful face,
Cool silver moonlight of love,
Through you I learned
To seek for the noonday
And its golden ecstasies.

Lips that never lost their sweetness
Nor formed a bitter line,
Delicate frail face and forehead,
Eyes of pain,
Eyes of a sweet hurt child,
Eyes that touch me to the heart—
Oh that for long and long
I might feel your presence,
Eyes with a dawn in them.

I had thought of immortality
With indifference and cool skepticism,
Until I gazed long
Into your soft shining eyes
As you loved me.

It seemed that the dawns were more exquisite,
The world more mysterious, purer,
The sea and sky more tenderly light-flushed
When we awoke together.

Villon, after years, comes before us, on the screen, in "The Vagabond King," and inspires this plea for him in the Bőston *Herald:*

VILLON REPENTANT

By Laura Simmons

One little hour of Thine eternity—
Dear Son of God! where none shall overhear
My soul give up its dross, no seraphim
Of dazzling sword my craven heart to sear—
Only some silver-breasted dove! a thrush
Of rippled song—let such as these be near!

Oh, at that gush of golden joy—Enough!
I will tell all! make all my bitter say.
Me Thou wilt know for sins and sorrowings—
Twixt two poor miscreants to be found alway;
Shrive me or not, sweet Lord—but love me still;
Let me creep in 'mongst Thy dear saints, I pray.

For sake of hours Thy voice came close and clear—
When soul leaped from its flesh—past star and sphere—
For rapture of its dream; when I could swear
I felt the brush of seamless garment near—
(*Ere to the mire I sank in shame once more*)
For sake of these—remembering—Thou must hear

Thy poet-penitent! behold the myrrh
And alabaster I have spread for Thee—
My little rhymes—my uttermost! my hope
Of pardoning; Ah, Christ! Thou would'st not see
In endless flame the soul Thou fostered here!
Somewhere in Paradise find room for me!

A question often and variously put; now in the New York *Herald Tribune:*

SABBATH MORNING

By Wilfred J. Funk

I hear the minister intone
The oracles of God,
And tell of idols graved in stone
And paths the pagans trod:

I hear a sweet bird in a tree
Under a patch of sky . . .
I wonder which will succor me
When I am come to die.

Modern psychology reveals the soul as a much-written-over palimpsest. Here the fact is put in verse in the New York *Evening Post:*

PALIMPSEST

By John Jerome Rooney

It was a custom of the scribes of old,
Poets and chroniclers of valiant things,
Who served the Muse and glory lent to kings,
To take the ancient parchments, fold on fold,
Erase their wonder tales of iron and gold,
Epics of hate, young songs of vanished wings,
And over all, with brave imaginings,
Set down new dreams, new gospels high and bold.
Yet, ages after, from the double page,
The cunning eye may seize the hidden sign
Deep written on the seeming candid scroll.
And thus, with writings from a vanished age,
With strange blurred signs, half human, half divine,
Broods, in the mystery, man's secret soul!

Blue laws are forgotten, but their spirit lives now and then; so *Scribner's* furnishes us a stirring antidote:

THE BALLAD OF CAPTAIN KEMBLE

By Nancy Byrd Turner

Captain Kemble of Boston town
Sat in the stocks with frost on his coat
And ice in his hair and a song in his throat,
And none of his scorners could scorn him down.
Shame on a seaman scarce ashore
Who publicly, lewdly, Lord's Day noon,
Would kiss his wife at his own front door!
He sat in the stocks and made a tune.

"O the skies were drear as yon elder's brow,
Ho, my hearties!" he bawled with a grace;
"And a stout sea serpent rolled over my prow,
But I steered by the star of a woman's face.
The wind was wild as a tiger's lust;
It shattered the dark with black alarms—
'Twould have blown ye clods to a whiff of dust,
But it blew me straight to the port of her arms."

They tightened the cleats in the frozen wood,
They tilted his head for sharper pains.
"So I sailed," he cried, "with a flame in my blood
That would curdle the milk in your flabby veins.
There was death in the wave and hell in the blast,
And the Devil spanking from north to south,
But Lord's Day harbored me home at last
And blessed my brine with the sweet of her mouth!"

Louder and clearer his ballad rang,
Till the judges huddled their women back.
"If beauty be sin, good wives," he sang,
"*Ye'll send no man to the pinch o' the rack!*"
They set him free while they counselled whether
God or the law should fix his doom . . .
But the morning stars all chortled together
High in the dawn as they squired him home.

This bit of political satire in *The Nation and Athenæum* (London) has international appeal:

HAVE YOU HEARD THIS ONE?

By MacFlecknoe

"When my friend Lord Bridgeman attended the Geneva Conference upon Naval Disarmament, the leaders of both Oppositions allied themselves in this country with Mr. Shearer."
Mr. Baldwin at the Coliseum.

When the Leader of the Gentlemanly Party
Makes a statement that may strike us with surprise,
We assume that one so honest, bluff, and hearty,
Would not act upon conjecture or surmise;
Yet we know of nothing queerer
Than his tale how Mr. Shearer
Had MacDonald and Lloyd George for his allies.

Yes, Lloyd George, it seems, upheld him in insisting
On the urgent need for navies to expand;
And MacDonald was behind him in resisting
Ev'ry move towards agreement that was planned.
In each low intrigue one traces
For preserving naval "races,"
Both the Opposition leaders took a hand.

Yet we can not quite recall their propaganda:
Did they plead for bigger navies in the Mail?
Did they sell the Press official memoranda?
Did they fight against concessions, tooth and nail?
Were we all asleep and dreaming,
That we never saw them scheming
For the Three-Power Naval Conference to fail?

Or does Baldwin, when he waves the Tory banner,
Feel himself, at times, entitled to eschew
The "proceeding in a gentlemanly manner"
(As the witness hoped the Senators would do)?
For we've heard of nothing queerer
Than *his* tale of Mr. Shearer,
And we'd think it queerer still if it were true!

Visitors to Paris are familiar with the gargoyles on Notre Dame. This meditation of one of them, in the New York *Herald Tribune*, strikes the old note in a new way:

THE GARGOYLE IN THE SNOW

By Kathleen Millay

The gargoyle looked at the snowing town,
Bending lower—bending low—
His old stone elbows reaching high
To touch the early snow.
The gargoyle looked at the sleeping town,
Bending lower—bending down
And he said, there's nothing new for the world to know.

Four hundred years I've watched the town,
Leaning farther—reaching down—
And there's never another way for a child to grow.
Four hundred years, four hundred years,
Of love and laughter, blood and tears,
Of feast and famine, weal and woe—
And there's never another way for the Seine to flow.

And high and lonely, cold and lone,
The gargoyle wept a tear of stone—
Four hundred weary years I've leaned
For priest and penitent and fiend,
And there's no new way for a man to sin
And no new way to atone.

Spring and summer, winter, fall,
The people cry and the swallows call,
And I am old beneath the empty snow—

Bending lower—bending—bending—low—

EXPLOSIONS IN THE MOVIES

"EXPLOSION ENGINEERS," expert and highly paid, are now an essential part of every big Hollywood studio staff.

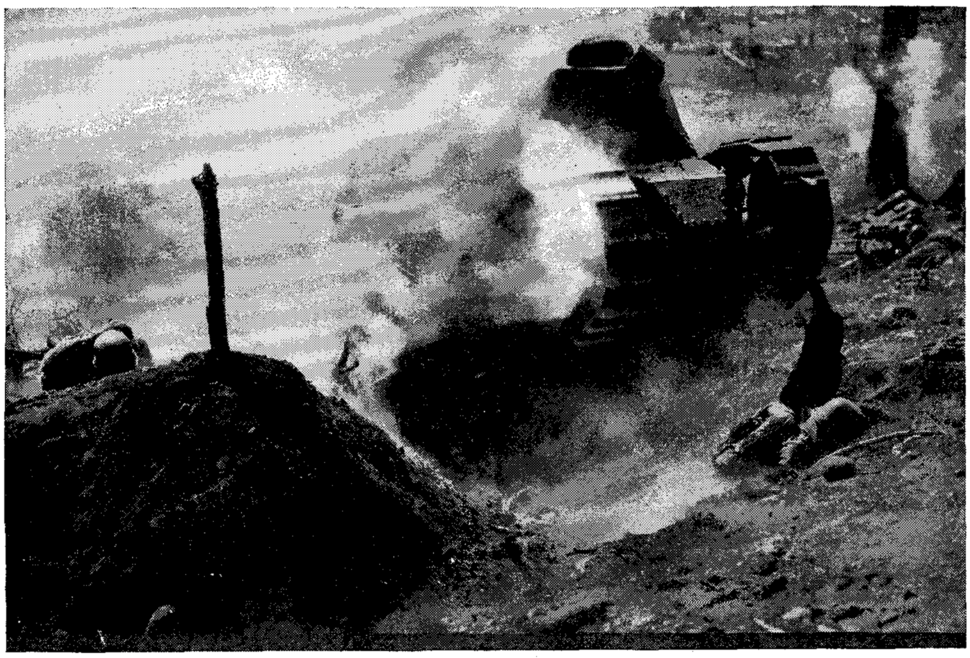
They use up gunpowder, dynamite, and the like, to the value of hundreds of thousands of dollars.

In *The Explosives Engineer* (Wilmington, Del.), Mel Wharton tells us why and how all this powder is burned. He writes:

"The field of explosives as used in motion-picture production has assumed the proportion of a high art.

"During pioneer days in the cinema industry the possibilities of explosives were but little realized.

"To-day no less than five Hollywood producers maintain explosive engineers, whose business it is to take charge of all powder and explosive shots to be pictured. These men have charge of rather extensive arsenals on the studio grounds. Stores of explosives and pyrotechnic pieces are kept. The art of these men is highly specialized, and they are made responsible not only for the effects wanted but for the safety of those working on 'powder' scenes. At least one of these experts receives a salary of $750 a month, and has used as much as $50,000 worth of explosives in a single year. It is not in the amount that the cinema has achieved its prominence in the explosives world, however, but in the manner of use.



Courtesy of *The Explosives Engineer* (Wilmington, Del.)

A MOVIE TANK ATTACK—THE SMOKE COMES FROM CONCEALED SMOKE-POTS

"The total amount of explosives of all kinds employed by the various studios in twelve months varies tremendously with the year in question.

"A sane average is not far from $150,000. Much of this is used with miniatures, and small amounts of powder are often made to do the spectacular work commonly expected from larger charges.

"What are the effects produced by powder and other explosives?

"Briefly, they are these: lightning, clouds, smoke-screens, mine explosions, battle scenes, both on land and sea, fog, torches, flares, flame effects, steam, fires, and volcanic eruptions. In addition are the little bags of tricks thought out by the individual studio experts. These may vary in degree from practise employed in a competitive studio for obtaining identical effects. Scores of variations upon the above common list give an exceedingly broad range of attainable effects. Almost daily, studio engineers are adding to the list.

"That dense London fog which has seemed to fill your very nostrils, or that light gray fog of swamp or sea—the chances are that both were made in bright daylight by the simple use of smoke-pots. Those used to make synthetic fog range from light gray to a thin black.

"Smoke-pots are touched off while an airplane propeller drives the smoke past the lens, simulating the effect of a moving fog with remarkable detail. The lens catches scenes of apparent vast depth and distance in miniature sets by the simple method of drifting gray smoke into hollows and valleys.

"One of the most important uses for powder in the movies is in the creation of smoke-screens. The employment of powder to blot out unwanted or incongruous backgrounds has saved the motion-picture industry many thousands of dollars.

"Supposing the cameraman wants to shoot a lone cabin on a desert, but the cabin happens to have a dense growth of poplars for its background. A smoke-screen is set up between the cabin and the trees. The cinematographer takes his picture against this smoke-bank and—presto! When the film is developed the cabin stands bleak and lonely—a sublimely beautiful setting for a desert loneliness.

"The making and taking of forest-fire pictures has attained the magnitude of an art in the cinema. A group of trees is transplanted to a position where the actual fire hazard is nil. Then a shallow trench is dug; some tar and crude oil are put in; and some smoke-powder placed on top. After carefully camouflaging the trench, the powder is ignited, the oil catches fire, dense clouds of heavy black smoke arise, fire spurts and creeps along the trench, and the whole effect is enough like a real fire to fool even experienced foresters.

"Lightning is skilfully depicted with the use of pyroaluminum powder. A disk is set up vertically and revolved rapidly by an electric motor connected to a driving apparatus. In this disk are slits. Back of the whirling disk is a flaming blow-torch. Into the flame at intervals is blown pyroaluminum, which flashes brilliantly and, when photographed through the jagged revolving slits, makes an excellent 'double' for true lightning."

It is in battle scenes, however, that explosives come into their own. The preparation for one of these, we are told, is as elaborate and painstaking as that for a major offensive in real warfare. Getting ready for a battle picture involves placing countless miles of insulated wire from the point of detonation to a master control-board. The writer goes on:

"In the Fox movie, 'What Price Glory?' the board contained more than 6,000 separate contacts, and the movements of troops, firing of cannon, and explosions of shells as well as barrages and smoke-screens, were controlled to the split second.

"Shells which seemingly explode overhead are really fixt charges set off by electricity. More than 90 per cent. of the explosive effects in battle scenes are detonated by the depression of a button at a central control.

"The machine-gunner's fire is cleverly simulated.

"Nearly every one has seen the flicking of dust on the top of trenches, apparently from enemy small-arms fire. Detonators by the thousands are wired together and placed near the top of the ground, most often on earthworks. These are touched off in groups from a switchboard having keys like a piano. A tiny puff of dirt or dust accompanies the explosion of each detonator—just enough to make the scene splendidly realistic. The bursting of shells in air is often done by stringing small bombs of black and flash powder on overhead wires.

"Most of the wicked-looking cannons in picture work are wood or papier-mâché, and a vast number of pitched battles are taken on a small stage or on the surface of a hastily flooded area where toy ships are floated.

"The cannons of these miniature fleets are fired either from

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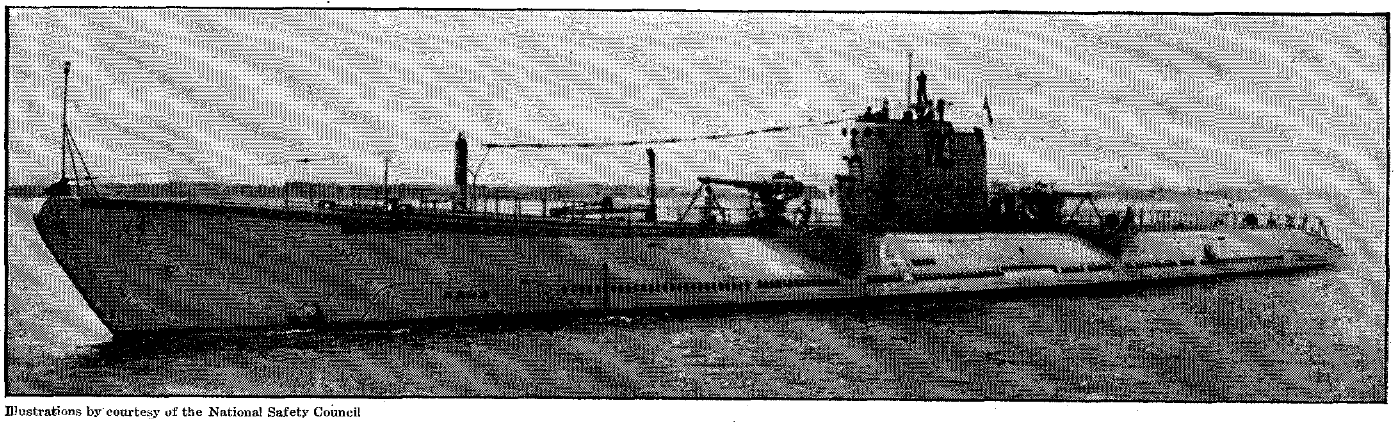


Illustrations by courtesy of the National Safety Council

A UNITED STATES SUBMARINE OF THE LATEST AND SAFEST TYPE—THE *V-4*

squibs or with 'repeaters' manufactured in the studio arsenals by wrapping alternate quantities of flash and Chinese powder in tissue paper, the resultant package looking much like a cigaret.

"When real ships are used, the cannons are full size, but are made of wood, reenforced by metal cylinders the length of the bores to withstand shocks of firing. Occasionally serious accidents happen from premature explosions, or when persons of inexperience attempt to carry out extensive explosives operations. During the filming of 'Old Ironsides,' several persons were killed when a falling mast, upon which a group of men were clinging, fell onto the vessel's deck instead of into the sea as had been anticipated. Masts are blown away by planting charges of dynamite near the base of the masts, the charges being fired by electricity."

In "The Big Parade," we are told, some 2,600 explosions were fired from a central switchboard. And:

"In the picture 'Marianne,' which contains spectacular battle scenes, some of the scenes were taken through telephoto lenses, to protect the cinematographers from flying débris. In 'The Bridge of San Luis Rey,' the falling of the bridge was actually accomplished by a charge of dynamite.

"A small charge of black powder, deftly placed, and exploded at the right time, is responsible for tearing away a ship's rail in 'The Ship from Shanghai.' In 'The Devil May Care,' the charges of blank cartridges had to be reduced in the execution scenes, so that the burning powder would not burn the skins of the actors.

"The dam which was blown out in 'Tide of Empire' was destroyed by several hundred pounds of dynamite, in the hands of experienced engineers."

Since the advent of the talkies, a peculiar condition has arisen, because "great noises can not be reproduced direct through the sound apparatus":

"The concussion 'freezes' the microphones, with the result that no noise at all is imprest. Consequently, certain sounds must be 'faked-in' after the visual part of the picture is taken. One Hollywood studio is building a complicated sound-board which will be able to reproduce artificially several hundred different noises and sounds, from the fizz of a sizzler firecracker to the jarring detonation of a coast-defense gun; the clatter of an iron-wheeled cart over cobble-stones or the dulcet song of a thrush."

ESCAPING FROM A WRECKED SUBMARINE

MEANS BY WHICH THE CREW of a submarine that lies disabled on the sea-bottom may leave her and reach the surface one by one, are being successfully developed.

We may never have another "submarine disaster" of this particular kind.

Since the *S-4* disaster in 1927, the Navy Department experts have been working on special escape-apparatus, with which all under-sea boats will be equipped in future. What has been done is described as follows by W. P. Biggs, safety engineer, U. S. Navy, in *Safety Education* (New York), in an article entitled "Lungs for the Submarine":

"On December 17, 1927, the submarine *S-4* was cruising along a test course, trying out all the various methods of control. Rising to the surface on one of these tests, there was a terrific crash. Another ship, a surface vessel, had hit the submarine. Wounded and unable to respond to the controls, it sank to the bottom.

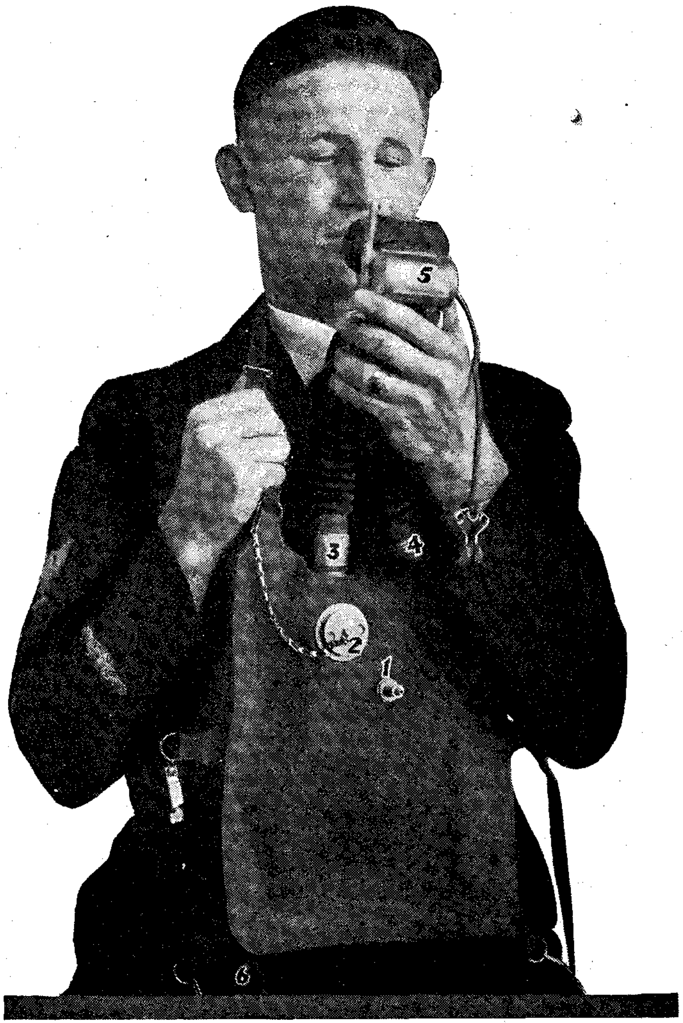
"Now what was happening on the surface? The ship that struck the submarine stopt at once and lowered boats. Guards at a life-saving station on the shore not far away, saw the collision from the watch-tower, and at once sent out life-boats. The boats stood by where they thought the submarine was, but could find nothing except a few bubbles rising to the surface. All this happened just before sundown.

"Everything possible was done to help the men entombed.

"They could not help themselves.

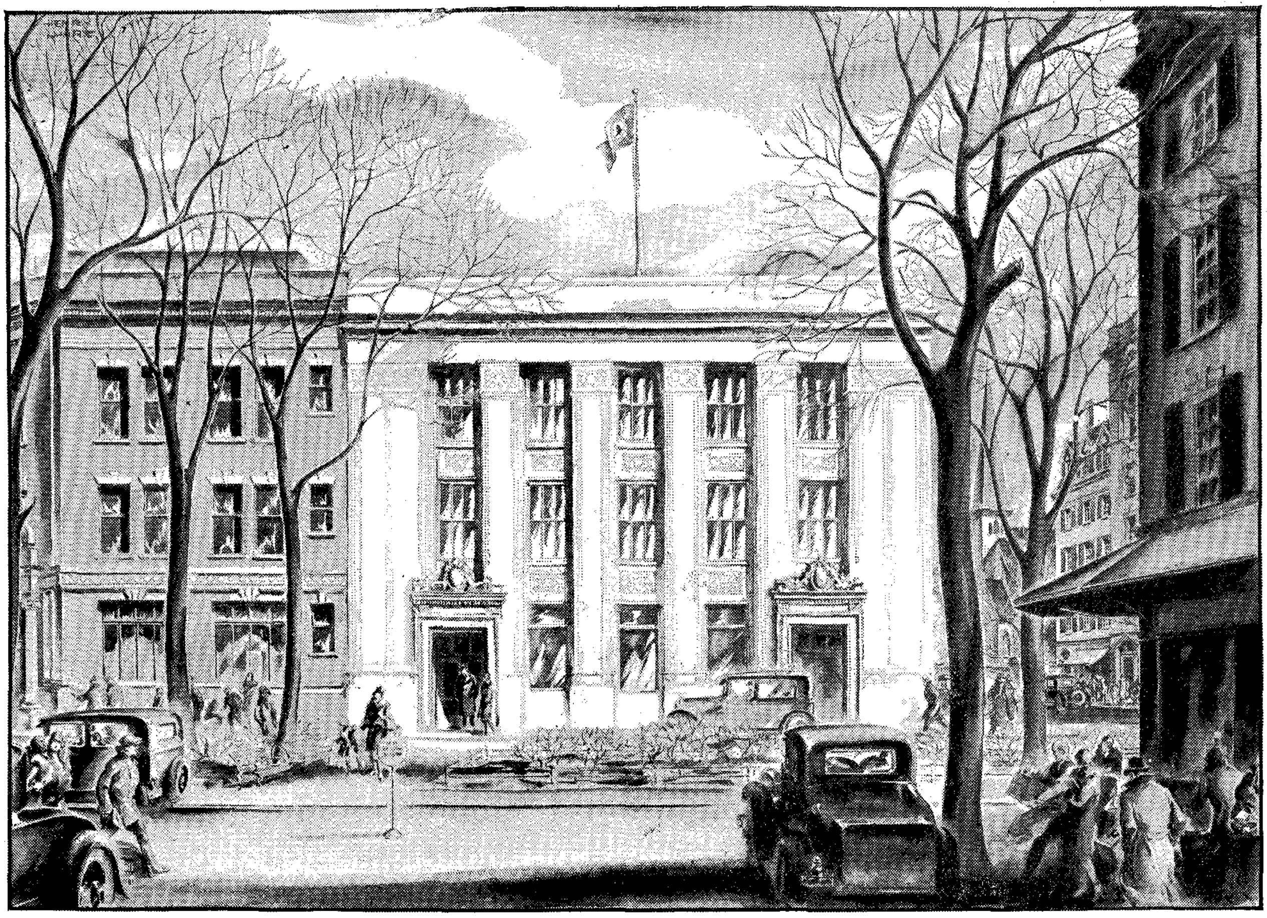
"When, after a time, divers were sent down, they talked to the men in the submarine by means of hammers, tapping out code messages upon the hull of the ship. The results of this disaster are already known. All rescue attempts were unsuccessful; too late. The vessel was finally raised."

Much has been done to safeguard the men in the future should such a failure occur again. An escape apparatus has been devised, and a signal- and escape-buoy is now in the course of development. As soon as a submarine sinks, a buoy can be released, which carries a telephone and a light. Attached is a cable which



THE WELL-DREST SUBMARINE MAN WEARS A "LUNG"

The picture shows 1—valve for supplying oxygen. 2—soda-lime filler. 3—inhalation tube. 4—exhalation tube. 5—mouthpiece and valve. 6—equalization valve.



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carries an electric-light line and a telephone line, current to the light being furnished by the submarine from her batteries. Any boat will at once see the buoy, either day or night, and can talk to the men in the submarine. Through a hose it may be possible to send air, food, or other requirements to the men, should they be unable to use the escape-apparatus known as the "lung." This is described as follows:

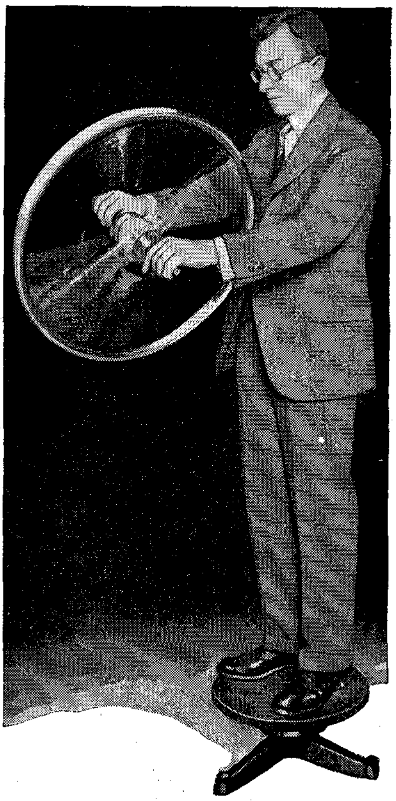
"All submarines in the future will be equipped with an escape compartment, and 'lungs' for each member of the crew.

"The 'lung' consists of a rubber bag, a can of soda lime, and two breathing-tubes attached to a mouthpiece. It receives its name because its action is similar to a human lung.

"It is designed to utilize continuously the air compress within the wearer's lungs, and is, in fact, a sort of second lung. In a disabled submarine at a depth of, for example, 165 feet, the pressure of the air-bubble formed by flooding a compartment or an escape-lock, preparatory to the men emerging, would be approximately 73½ pounds per square inch. The air within the men's lungs would also be at a pressure of 73½ pounds per square inch, or five times atmospheric pressure. Under such conditions the lungs and air-tracts of the human body may be considered as a reservoir, containing air more than sufficient to supply a person with respiratory requirements, which may be used while ascending to the surface, provided such air is properly regulated and purified before re-inhalation. The 'lung' is designed to use as large a portion of this air as is consistent with the maintenance of an equilibrium between external and internal pressure, and is supplemented by a supply of oxygen put into the bag before leaving the flooded compartment. When the 'lung' has been adjusted and supplied with oxygen, the men are ready to leave the boat. Emerging from the escape-lock they grasp the ascending line attached to the aforementioned buoy, and begin their trip to the surface.

"But this can not be accomplished hurriedly.

"Time must be allowed at various depths for the pressure within the body to equalize. Attached to the ascending line are balls of wood or cork, 'stops' spaced ten feet apart. The man allows himself to float to a predetermined distance, easily ascertained by counting the 'stops.' When he reaches the prescribed 'stop' he remains there for a certain length of time, the time being determined by counting the number of breaths. He repeats this procedure until he reaches the surface. Thus the pressure within his body is allowed to equalize with the outside pressure, and he arrives at the surface in a normal state. Then the lung becomes a life-preserver by reason of the air contained within the bag allowing the man to float with little effort until picked up. Thus individual escape from a sunken submarine is made possible."



Courtesy of *Popular Mechanics* (Chicago)

TIPPING THE WHEEL EITHER WAY SPINS THE MAN

A MAN-SPINNING TOP—"If a man spins a top, that's no news," we may say, slightly altering the classic illustration about the man biting the dog; "but if a top spins a man, that's news."

In the illustration, this very event is clearly shown; and how any one may bring it about is thus told in *Popular Mechanics* (Chicago):

"Remove the tire from a detached bicycle wheel, substitute a lead strip around the rim, adjust two handles to the hub, and you have a powerful gyroscope that will spin you around on a ball-bearing platform, and will do other interesting 'stunts.' The wheel may be set in rapid rotation by striking the spokes with the fingers, or it may be wound up with a cord around a collar on the hub, altho this is not a necessary addition. Holding the wheel as shown in the accompanying photograph, then turning it at an angle from the perpendicular, causes the operator to revolve at considerable speed on the turntable. The direction is reversed simply by tipping the wheel the opposite way. Weighted with ten pounds or so of lead, a bicycle wheel with good bearings will spin for ten minutes or more at high speed when set in motion. The 'top' will spin on either handle, balance itself on a string, and do many other fascinating tricks."

WHERE THE BOOTLEGGERS GET THEIR ALCOHOL

THEY ARE MAKING IT OUT OF CORN-SUGAR, assert the Prohibition authorities.

The production of this article is seven times as great as it was nine years ago.

This means, they say, not that we are eating vastly more sugar, but that alcohol is being made from it. Writes I. D. Foos of the Washington office of *Chemical and Metallurgical Engineering* (New York):

"Recent indictment of corn-sugar manufacturers, yeast companies, and industrial establishments engaged in various branches of the chemical industry has attracted attention to a new phase of alcohol control.

"There have been three cycles in Prohibition enforcement.

"In its first stage, the authorities concentrated their energies on preventing the diversion of existing stocks of whisky.

"Next, they turned their attention to checking wide-spread diversion of industrial alcohol.

"Now they are attempting to block the movement of otherwise legitimate products to illicit distilleries, and hence have brought yeast, corn-sugar, and other industrial materials into the Prohibition limelight.

"Through it all, the manufacture of 'moonshine,' defended by the Southern highlander as a birthright, has persisted. But as the diverted supply of industrial alcohol has diminished, moonshining has assumed the characteristics and proportions of an industry. The moonshiner's kettle in the swamps and mountains has been supplemented by column stills, operated on a factory scale, located in or close to all the larger cities, particularly in the North. Here corn-sugar mash is used in preference to cane- and beet-sugar, corn-meal, or molasses, because of the rapid fermentation. Usually it is necessary only to add yeast to this, as the protein content of this type of sugar provided sufficient yeast food, so that when accelerated by heat, a ripe mash is produced within 24 hours.

"As the drive against the diversion of industrial alcohol has continued, seizures made by Prohibition agents have revealed that the number of corn-sugar stills is increasing rapidly. Until recently the stills seized were not classified in reports made to headquarters in Washington, according to materials used, but since January 1, the Bureau of Prohibition has kept a record of the number of stills seized throughout the country, classified according to capacity and the kind of mash used.

"This record reveals that one-half of all the stills seized were using corn-sugar.

"Prohibition authorities admit that this is circumstantial evidence, but they contend that the record of seizures truly reflects the situation in illegal alcohol manufacture as it exists to-day. They claim, furthermore, that this raw material would be still more widely used if as generally available as cane-sugar. It is because of the growing importance ascribed to large corn-sugar stills that they are preparing to prosecute the indictments that have been returned against firms supplying corn-sugar, yeast, and other raw materials to the distilleries manufacturing illicit liquor on a large scale.

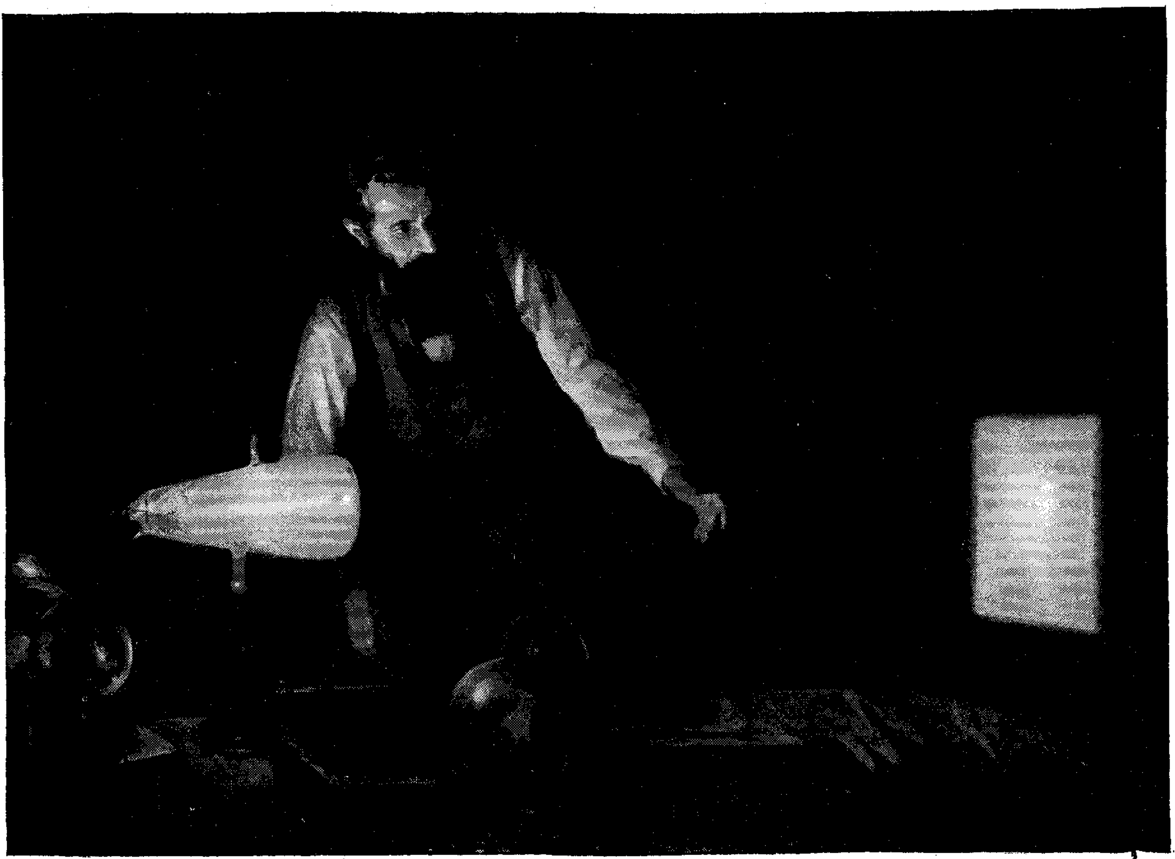
"Estimates at one billion pounds last year, the production of corn-sugar has increased sevenfold since 1921. Altho improvement of the process is one of the most interesting technical developments in the sugar industry during the past decade, the bulk of production still is confined to lump or 'chips' of the sort that have been on the market for many years.

"It can safely be assumed that these cases will be vigorously prosecuted on the ground that producers of corn-sugar, yeast, and other commodities have knowingly furnished their materials for illicit alcohol production. One of the important legal questions that will be determined in this connection concerns the responsibility of such manufacturers of a legal raw material under the circumstances.

"It probably is safe to conclude that there is something more than coincidence in the statistical relationship which can be noted between the production of the different products involved in

BUILDING THE FORTRESSES OF HEALTH

One of a series of messages by Parke, Davis & Company, telling how the worker in medical science, your physician, and the maker of medicines are surrounding you with stronger health defenses year by year.



While studying invisible rays at the University of Würzburg in 1895, Wilhelm Konrad Roentgen discovered what he christened the X-ray.

Anarchy in the human body

You should know these facts about cancer

When Roentgen stumbled upon the power of the mysterious X-ray to penetrate the tissues of the human body, he little dreamed that he had given to medical science a powerful weapon in the fight against cancer—one of the greatest scourges of humanity.

You know, of course, that the body tissues are made up of cells. For some unknown reason, a few cells occasionally "run wild." Stomach cells, for example, may grow beyond their natural limits and invade the surrounding tissues. There they grow with abnormal speed. Cancer, which has been called "anarchy in the human body," is the result of such unnatural cell growth and may affect any organ.

Cancer often curable if taken in time

Cancer always begins as a small growth or ulceration which seldom causes pain or discomfort. If the growth or ulcer is promptly and completely removed, the cancer is cured. But the symptoms vary greatly—they range all the way from an innocent looking lump in the breast to indigestion coupled with loss of weight. Only a qualified physician is competent to diagnose cancer, *and only early diagnosis and treatment can make cure possible.*

Even at a more advanced stage, cancer is not always the hopeless disease so many consider it to be—but a cancer that could be cured by a surgical operation today may be beyond help in a month.

In the treatment of cancer, modern science uses the X-ray, radium and surgery, either singly or in combination.

It is the very mystery that surrounds the X-ray and radium, that has made it easy for charlatans to exploit the hopes of cancer sufferers. But these powerful remedies are extremely dangerous unless used by a highly-trained physician.

Beware of medicinal preparations advertised as "cancer cures." No effective treatment for cancer has yet been developed except surgery, radium and the X-ray.

If a sign appears which makes you fear the possibility of cancer your safest course is to go to your doctor promptly. If your fear is justified, you have gained valuable time. But the probability is that cancer is *not* present, and your doctor's reassurance will relieve you of needless worry.

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these court cases. In the early days of Prohibition there was little incentive to go to a new raw material and little appreciation of the bootleg 'industry' of the technology potentially involved in its operations. But as pre-Volstead stocks of whisky became less readily available it was natural that the attention of would-be alcohol makers would turn to corn-sugar.

"The increase in production of this material from approximately 152,000,000 pounds in 1921 to 538,000,000 pounds two years later may not have had any Prohibition significance, but the Federal authorities certainly believe that the rapid increase after 1926 was of serious import. They point out that this increase of corn-sugar manufacture occurred simultaneously with the voluntary curtailment of industrial alcohol. All of these claims, of course, have lent considerable strength to the Prohibition Bureau's claim that the jump from 696,000,000 pounds of corn-sugar produced in 1926 to 905,000,000 pounds produced the following year had a sinister meaning."

HOW COMMON THINGS WORK—IX

HOUSEHOLD APPLIANCES—LOCAL HEATERS

IN OUR GREAT-GRANDFATHERS' DAY, this would have been an article about open fireplaces.

To tell how they worked, however, would almost seem superfluous, as they were practically devices for having a bonfire in the house.

A paragraph might have been given perhaps to explain where to locate the turnspit to the best advantage, whereas to-day many people would not know the difference between a turnspit, a turnstile, a turnkey, or a turncoat.

True, nearly every modern, up-to-date house has a fireplace, with a merry blaze on cool days in fall and spring, or on winter evenings when the neighbors are in for dinner.

We do not depend on the fireplace nowadays, however, for any important part of our heat.

After the fireplace, of course, came the wood-stove, then the coal-stove, and some old-timers will remember the story of the miserly individual who bought two stoves from the salesman, who assured him that a stove would save half his wood. If one would save half, he figured, two would save it all.

Most houses of any size to-day are warmed by central steam or hot-water plants, using coal, oil, or gas. This form of heating will be considered in a later article.

Various small types of heater may be considered as up-to-date variants of the stove. These are now used very generally where only local heat, or slight heat, is required. They are thus described in "Household Physics," by Whitman (Wiley & Sons):

"There is scarcely a home that does not contain a portable heating device, using gas, gasoline, kerosene, or alcohol for fuel. Besides being used in summer for cooking and the laundry, these portable stoves are convenient in cold weather for warming the house. The oil- and gas-stoves will quickly warm the bathroom, or take the chill from the dining-room in the morning. In severe winter weather, these small heaters give useful auxiliary heat in the rooms where it is most needed. They may also be used to prevent pipes from freezing, or to save vegetables and fruits in the cold closet. The popularity of these stoves is due to their convenience and efficiency. Heat may be obtained at a moment's notice; the heat is applied where it is needed; and fuel is consumed only while it is producing useful energy.

"When cleanliness, ease of operation, and hygienic results are the only things to be considered, the electric heater stands first. The electrical energy, in passing through a suitable resistance, is changed to heat, and also produces a pleasant, glowing light. The heating element radiates heat in all directions. That which goes to the back is reflected so that it joins that radiated to the front, with the result that a strong radiant heat is given in front of the heater. In many localities the cost of electricity makes this heater too expensive for common use; but where electrical energy is cheap, or where a special low rate is given for heating purposes, the device holds well-deserved popularity.

"Almost all gas appliances in use to-day are of the blue-flame type. These burn gas on the 'Bunsen principle.' Burners of the Bunsen type have a mixing chamber with both gas and air inlets. By suitable regulating devices on the gas and air inlets, the proper amounts of air and gas for a good heating flame are brought together. Too much air will decrease the heat and may cause the flame to 'strike back.' Too much gas will produce a yellow and smoky flame.

"When gas burns with an ample supply of oxygen, carbon dioxid and water vapor result. If these escape into the room, some discomfort, but no serious harm, is likely to result. With a limited supply of oxygen, incomplete combustion follows, and carbon monoxid is produced. Carbon monoxid is an odorless gas, so deadly poisonous that air containing one-tenth of 1 per cent. will produce fatal results in a very short time. Improperly adjusted gas-heaters may give off carbon monoxid.

"Unless a person is in constant attendance where a gas-stove or a gas-lamp is burning, it is not safe to use rubber or flexible tube connections. The splitting of the ends where connected to the gas-pipe or to the stove, and the resulting escape of gas, has been followed by serious consequences. A metal pipe connection with tight joints is the only safe way.

"The central-draft, wick heater is one of the popular types of kerosene heaters. This gives a cheery, luminous flame which can be seen through the gauze or mica window, and is exceedingly efficient in warming a small room. Water can be boiled in a dish set on top of the stove. A damper closes the holes in the top surface when the stove is used to warm the room, but this should be open if it is used to warm anything placed upon it.

"The burner is hollow and adapted to the use of a cylindrical wick. Covering the central opening of the burner is a flame spreader, one shoulder of which just covers the top of the wick. When the wick is turned low, it is completely covered with the metal and no air has access to it. In the vertical wall above the shoulder are many small holes through which air comes to supply oxygen to the inside of the flame. The flame spreader must be kept thoroughly cleaned; the carbon must be kept from the metal which covers the wick; the air-holes must be kept open by the occasional use of a stiff brush. The wick tubes need cleaning with fine sandpaper. If the holes in the flame-spreader or in the base outside the wick tube are allowed to clog, insufficient air will be secured, and smoking will result. Loose threads from the poorly trimmed wick will sometimes cause smoking. If kept in proper condition, an oil-heater should not produce the disagreeable odors which are common with neglected oil-heaters.

"Small kerosene stoves for cooking purposes are extensively used. These are made with one, two, three, and more wick units. They burn with a luminous flame, give strong heat, and are efficient stoves. It is not safe to light one of these stoves and leave it alone, because as the stove gets heated, the kerosene is vaporized more easily. Frequently, the vaporization is so profuse that the oxygen can not be applied in sufficient quantity; when this occurs a dense cloud of carbon will cover the dish on the stove, and the air of the room will become filled with dense flakes of soot. Never turn the wick as high as it will stand at the start, and unless you have had experience with such a heater, do not go away and leave it burning."

The Bunsen system is also used with kerosene, the vaporized fuel being mixed with air just before burning. These "blue-flame" stoves are used mostly for cooking, but they furnish a very powerful heat. As with gas-stoves, they require proper usage to prevent the production of carbon monoxid.

TO SEND A RADIO SIGNAL TO THE MOON—Not that anybody expects the man in the moon to listen in or to send in a return signal, but the idea that the moon might reflect back a powerful radio signal intrigues some of the experts.

Dr. A. Hoyt Taylor, chief of the radio division of the United States Naval Research Laboratories, has announced recently that he will send a radio signal to the moon, according to *Popular Science Monthly* (New York). Dr. Taylor is credited with hoping "that the moon's face will reflect the signal back to earth, where, since the moon is only 250,000 miles away, and Hertzian waves are supposed to travel 186,000 miles a second, it would be picked up in Washington two and four-fifths seconds after its departure." This experiment, *Popular Science Monthly* continues, "would settle the question whether an electrically-charged layer from the earth's upper atmosphere prevents the escape of radio waves":

"The supposed existence of such a layer has long been advanced as a barrier to an attempted radio communication with Mars. If successful, the experiment would set a new long-distance record for radio transmission. Another long-distance record was made recently, when a radio program, broadcast from Schenectady, New York, on a short wave, was picked up and rebroadcast at Sydney, Australia. After having traveled a distance equal to four-fifths of the earth's circumference, it was received, and broadcast once more, by another station in Schenectady."

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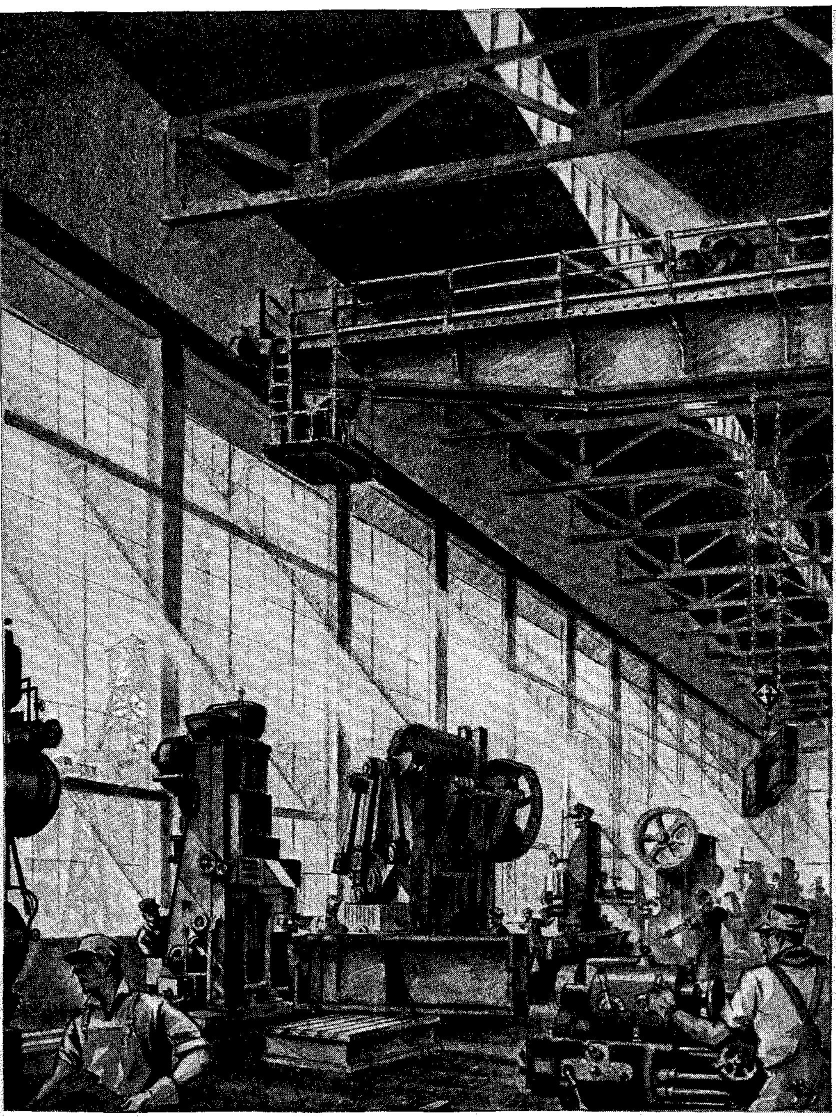
COMMERCIAL CREDIT deferred payment plans cover every sound field of instalment marketing. Automobiles, boats, machinery of all kinds, equipment in general, refrigerating units, heating plants, electrical appliances, store and office fixtures—more than a score of such broad classifications, including hundreds of individual products, fall within their scope.

Commercial Credit Companies have 181 full operating branch offices and 272 credit offices—453 offices in all—located in the principal cities in the United States where service is available. Commercial Credit Service, reaches out to Canada, Europe, Asia, Africa, Australia and South America, and is being extended to all world-markets where conditions justify its introduction.



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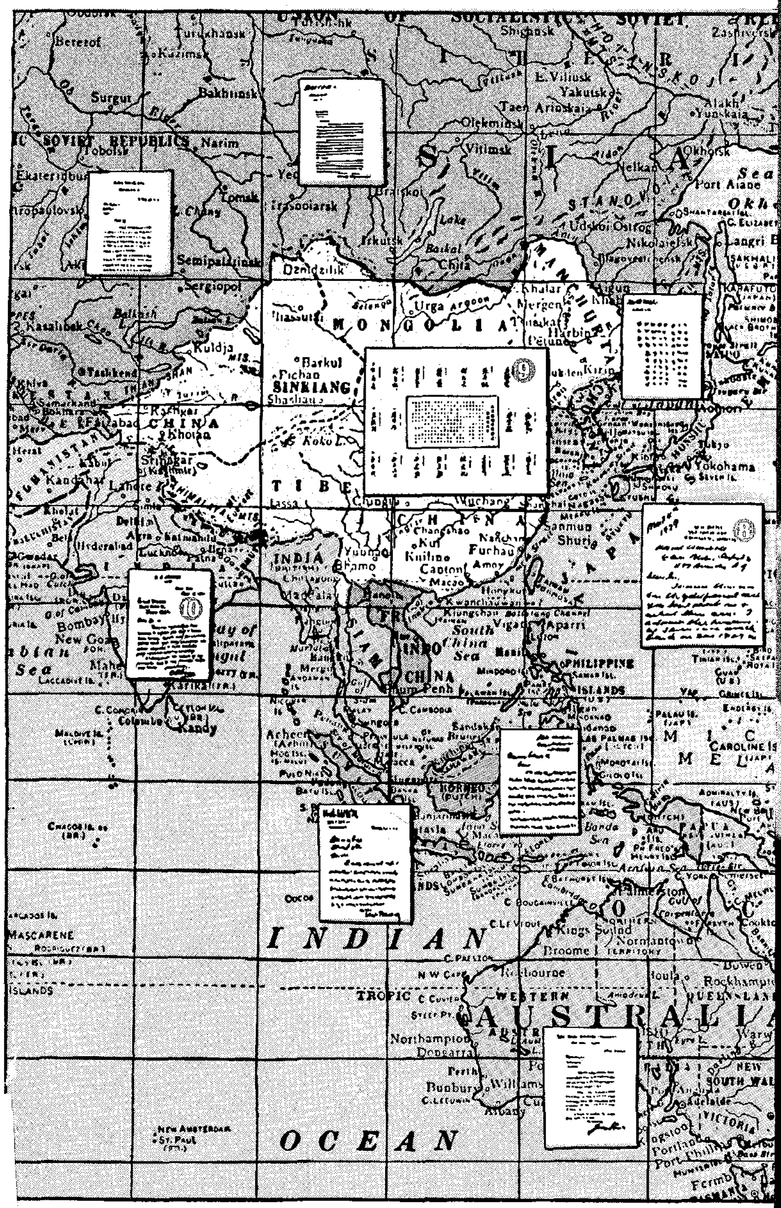
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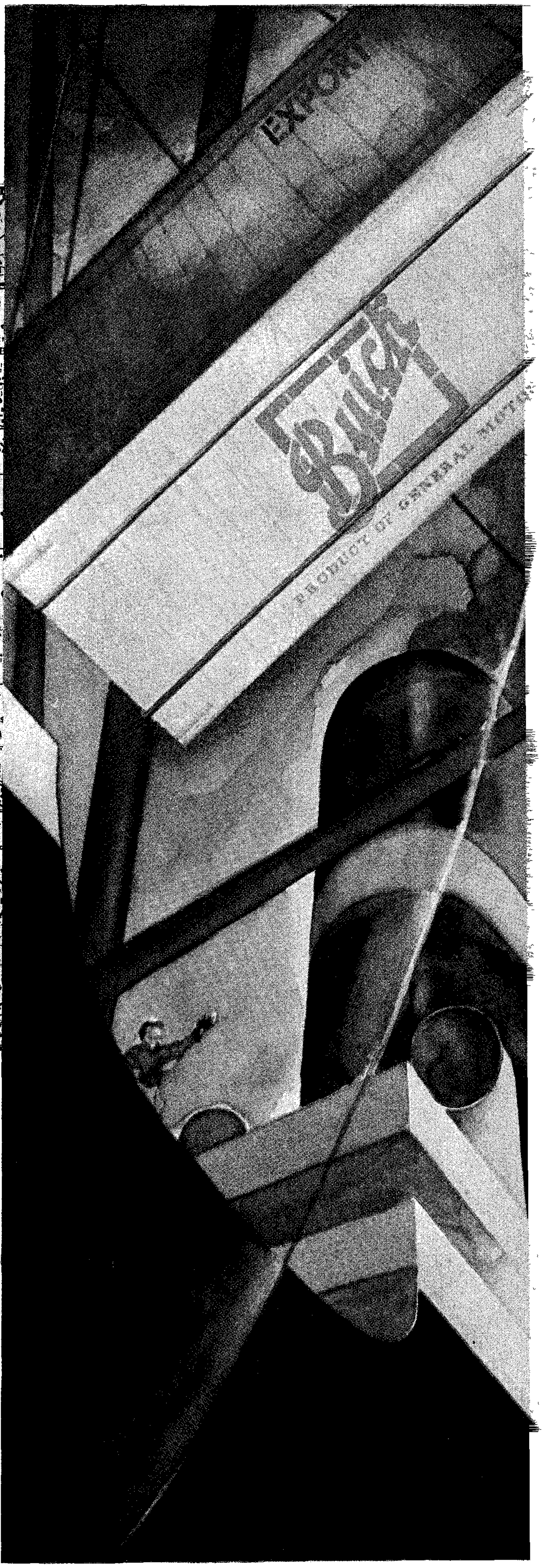
EXPORT
Buick
PRODUCT OF GENERAL MOTORS

ay after day, while the motorists of America are buying twice many Buicks as any other car priced above $1200, fast ships and trains carry other thousands of Buicks to Europe, to Australia, to the Orient, to all parts of the world. . . . And back from these places come letters, like those reproduced on the adjoining page, saying the same fine things about Buick that you hear in America.

It takes this kind of car—IT TAKES A BUICK—to win the praise of the world as Buick has won it in increasing degree throughout a quarter-century. It takes the impeccable beauty of Bodies by Fisher. It takes known performance leadership. It takes flawless reliability. It takes the all-round value that you *know* you get in the Buick car.

You want a new car this spring. You think mighty highly of Buick. World-wide preference, expressed in Buick's dominant sales leadership over any other fine car, assures you that you are right!

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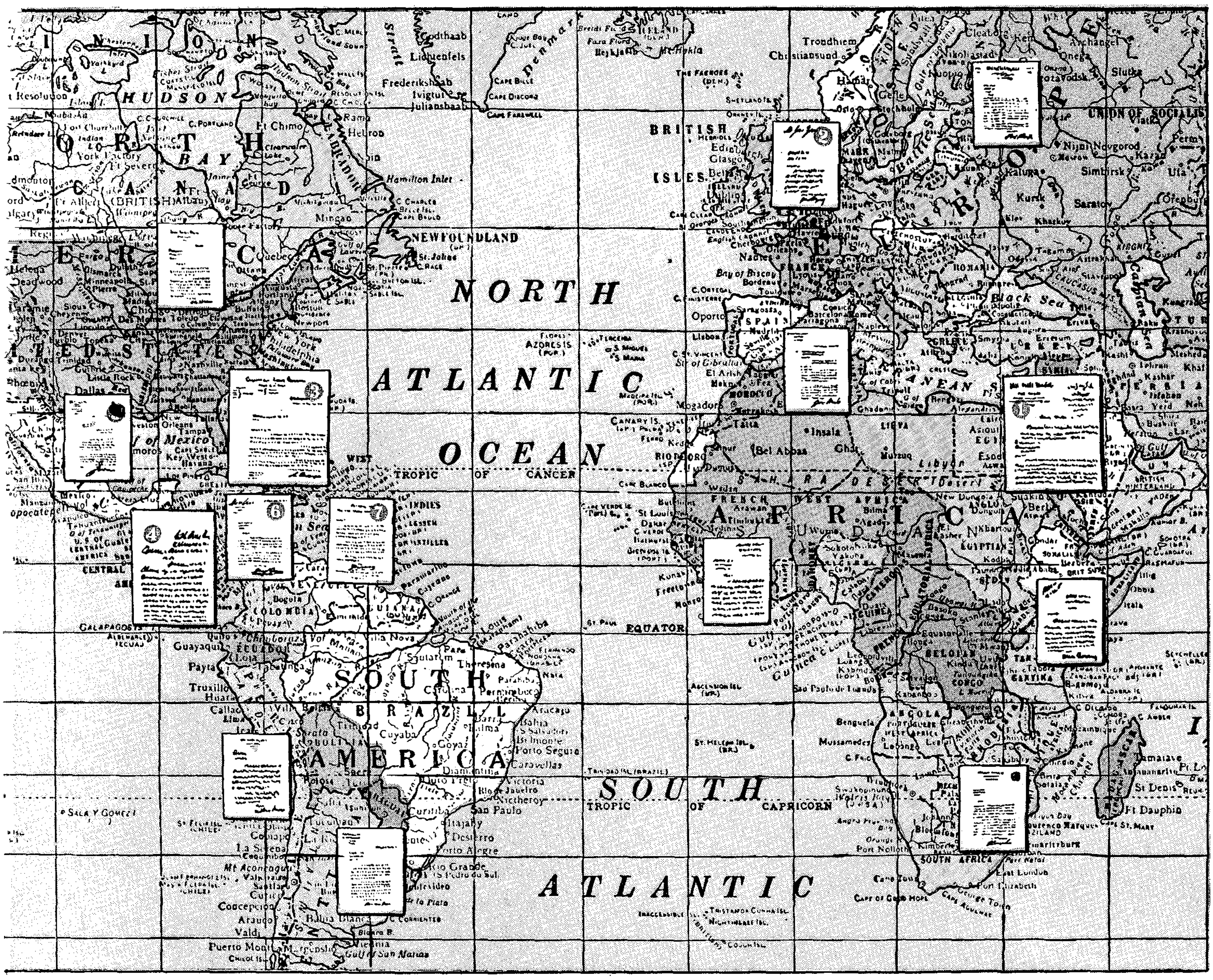
World-Wide Preference

—and in America, people buy more than twice as many Buicks as any other car priced above $1200.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Gulf of Mexico
NORTH ATLANTIC OCEAN
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SOUTH ATLANTIC
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Cape Verde Is.
Ascension Isl.
St. Helena Isl.
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Cape of Good Hope
UNION OF SOCIALIST
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MAP © Geo. F. Cram Co., Indianapolis

① I have been running my Buick continuously for 11 years and have made 285,000 miles without repair. It is the most wonderful car anybody can get. It is the first 7-passenger car that came to Syria—and the oldest car—but it's running every day.

M. W. Fadlellah
Tripoli, Syria

② I have driven many cars but I have never had so much satisfaction as I get from the 1930 Buick. It is simple, it is marvelous.

Mme. Jane Zander
Brussels, Belgium

③ I own a 1927-1928 Buick model and assure you that in regard to features, operation, material, comfort and attractiveness, it is one of the best cars to be found the world over.

A. George
Central Soledad, Guantanamo (Oriente) Cuba

④ You will be pleased to learn that before I owned a car I pledged myself to own none other but a Buick; and I will, whenever I can afford it, own no other.

W. N. Clarke
Kingston, Ja., B. W. I.

⑤ I have owned various motor cars during the last 15 years and have derived satisfaction from some. I may frankly state, however, that my "happiness" has been complete since January, 1926, when I bought my Buick 26-47 from your dealers in Mexico. This car has not given the slightest trouble, has always been ready for service and although it has covered 78,500 kilometers, is still in excellent condition.

Joaquin M. De Uriarte, Engineer
Puebla, Puebla, Mexico

⑥ I have been using Buick cars for several years and it gives me pride to state that I have always been highly satisfied and have always preferred this make.

Joseph Cardoze
Curacao, D. W. I.

⑦ I am very much satisfied with the performance and service which I have derived from this car, which, as you rightly state, is recognized as unexcelled the world over.

V. Echeverria D.
La Guayra, Venezuela, S. A.

⑧ My first Buick was purchased in 1920. It served me seven years and was in good condition when I turned it in on another Buick in September, 1927. I may live to buy another though I am pretty old (78th year), but if I do I promise you it shall be a Buick.

T. C. Wills
Honolulu, Hawaii

⑨ According to very recent statistics of the Shanghai Municipal Council, it is stated that out of every six cars one is a Buick. Moreover Buick owners are mostly the leading men in China. They have hereby signed their honorable names recommending the new car to the Chinese public.

—From a testimonial signed by twenty of the leading statesmen, bankers and business men of China.

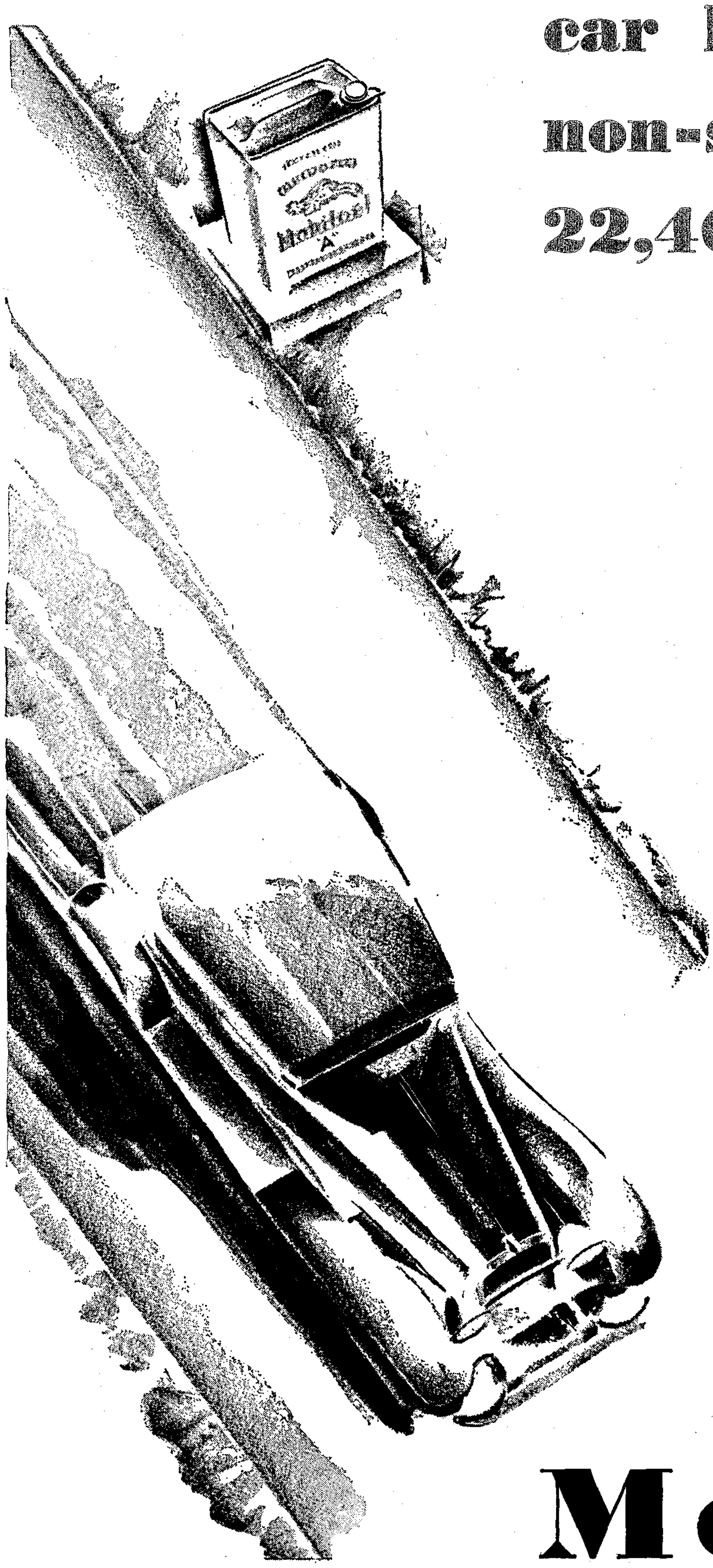
⑩ You can imagine in what regard I hold Buick's performance and quality. I have given the name of my favorite car to my favorite Arab race horse.

A. C. Ardeshir
Poona, India

WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM

53,711 miles!

Mobiloil-lubricated car breaks world's non-stop record by 22,461 miles!



53,711 miles of running without a stop, and still going strong at the finish!

A stock Chrysler 65 recently broke all existing endurance records, after 69 days and 68 nights of continuous running at the Avus track in Berlin. The previous non-stop record was 31,250 miles. This Mobiloil-lubricated Chrysler was still going strong at 53,711 miles, when a heavy fog lowered the visibility, and the car ran off the track.

On dis-assembly after this gruelling run, all mechanical parts of the Mobiloil-protected engine were found in excellent condition.

This striking proof of the lubricating efficiency of Mobiloil is but another dramatic example of the superlative lubrication service Mobiloil gives to thousands of motorists throughout the world under every driving condition.

Back of every quart of Mobiloil you buy for your engine stands the knowledge and experience of the oldest organization in the world devoted to the science of lubrication. Back of every quart of Mobiloil you buy for your engine, stands a record of *proved performance* no other oil has ever matched.

VACUUM OIL COMPANY

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MOTORING AND AVIATION

HUSBAND-AND-WIFE TEAMS IN THE FLYING GAME

THE IRRITATED STEWARD soon learned what had awakened him at the unearthly hour of 7 o'clock in the morning.

The roar of an airplane propeller.

The plane circled round and round over the landing-field of the aviation country club on Long Island, landed, took off, circled, landed again.

Wide World photograph

LINDY AND ANNE, FIRST FLIERS OF AMERICA

Trespassers, certainly, for club members would not be flying at this hour.

The plane had dual controls and was of the sort generally used for instruction. It had two occupants.

Now, we read in the St. Louis *Post Dispatch*, when *the plane stopt, one of the* occupants got out and could be seen speaking to his companion.

The steward shouted, but above the propeller's roar he could not be heard.

Then he began "to wave his arms energetically, signaling as courteously as was possible under the circumstances for the trespassers to be gone. The aviator waved back, got into his seat again, and the plane took off."

The disgruntled steward started back to the club to catch up on his sleep. But just as he was entering the building, the plane "blandly settled on the field again."

Back dashed the steward, "determined to convey his meaning in a form that wouldn't be open to misinterpretation. But his remonstrance was never uttered, for as he neared the plane he suddenly recognized that its occupants were not only members of the club, but the most famous couple on the roster. They were Colonel and Mrs. Lindbergh."

Lindy was teaching Anne to fly, as many another aviator has taught his wife. And Lindy was having great success. As *The Post Dispatch*, in an article describing the course of instruction, says:

> Not that Mrs. Lindbergh was a difficult student. Quite the opposite was the case. But when one recalls how few women are able to learn such a simple thing as driving an automobile from their husbands, with whom they are in other matters (with the possible exception of bridge) able to get along perfectly, one begins to suspect that as a teacher Lindbergh must have had unusual tact and patience.

In view of this comment, and considering the number of flying families, one is moved to wonder how long it will be before we have the back-seat pilot. So far, this type of kibitzer has not appeared; and maybe it never will. But it is hard to understand how airplane humor will get along without this standby that has been such a boon to automobile jokers.

As for other flying families, the daily press and the aviation magazines often tell us of the exploits of such well-known couples as Ivan and Hazel Gates, Herbert and Claire Fahy, Dewey and Blanche Noyes, Mr. and Mrs. Stanley Stanton, Earl and Esther Vance, Vernon and Phœbe Omlie, Herbert and Louise McPhetredge Thaden, and many more.

More and more women, married and unmarried, are taking to the air. Some of the married ones were competent pilots before marriage. Others were taught to fly by their husbands, much, possibly, as Colonel Lindbergh taught his wife. Assuming that the Lindberghs were a typical domestic, one-teacher, one-student flying-school, the method of instruction may be of interest. The writer of the *Post Dispatch* article takes us back to the aviation country club to witness this lesson:

> There followed several hours of practise with Mrs. Lindbergh at the controls. The plane would take off, circle several hundred feet above the field, and then land. After each landing Lindbergh would climb out of his seat and speak to his wife for a minute or two, telling her just what was good and bad about the manner in which she had handled the ship, and then they would go at it again. After several hours of this they called it a day.

The next day Mrs. Lindbergh practised taking off and landing for an hour; and the day following, we read:

> The routine was repeated, only this time it lasted until 12:45, a matter of four hours, which, as any aviator will tell you, is an exceptionally long period of instruction, most lessons lasting about thirty minutes. Mrs. Lindbergh, altho tired at the end of the morning, wasn't exhausted, nor did she seem to feel that she was being subjected to a severe strain. When the matter was mentioned to Lindbergh, he said that he believed the reason why most flying lessons lasted but a half-hour wasn't because of the strain on the student, but because teachers had

> so many students they usually couldn't give any one of them more time. Many fliers, however, believe that any lesson that lasts longer than between one and two hours is apt to prove a strain, particularly in the case of a woman.
>
> Nevertheless, Mrs. Lindbergh didn't feel that she was being roughly handled, and the next day they were again out at 8:50 for a lesson that lasted two hours and fifteen minutes.
>
> For about an hour they flew around, landing repeatedly and taking off. After one of these landings by the pupil, the teacher was seen climbing out of the plane. He spoke a few words to his pupil, and she was off in a roar across the field, picking up speed rapidly. The plane rose easily as the fledgling flier "gave her the gun" and pulled back the stick. She circled until she attained an altitude of several hundred feet, and then returned to the ground in an exceptionally good landing.

P. & A. photograph

STANLEY STANTON GIVES THE MISSUS SOME TIPS

> Lindbergh stood silently watching, and when the plane stopt rolling he walked over to the side of the fuselage and spoke a few words. No one knew whether it was encouragement or further fine points in the art of flying, but Mrs. Lindbergh was seen to nod, and she was off for the second time. Again she rose easily, climbed, circled several minutes around the field, and came down again. Once more she made a perfect "three-point" landing. Again Lindbergh spoke to her, and again she was off.

This time she stayed aloft longer, and Lindbergh gave an unusual demonstration of his belief in her ability. He "sat down on the porch of the club-house and glanced at a paper, lifting his eyes every few seconds toward the sky." Finally, we read:

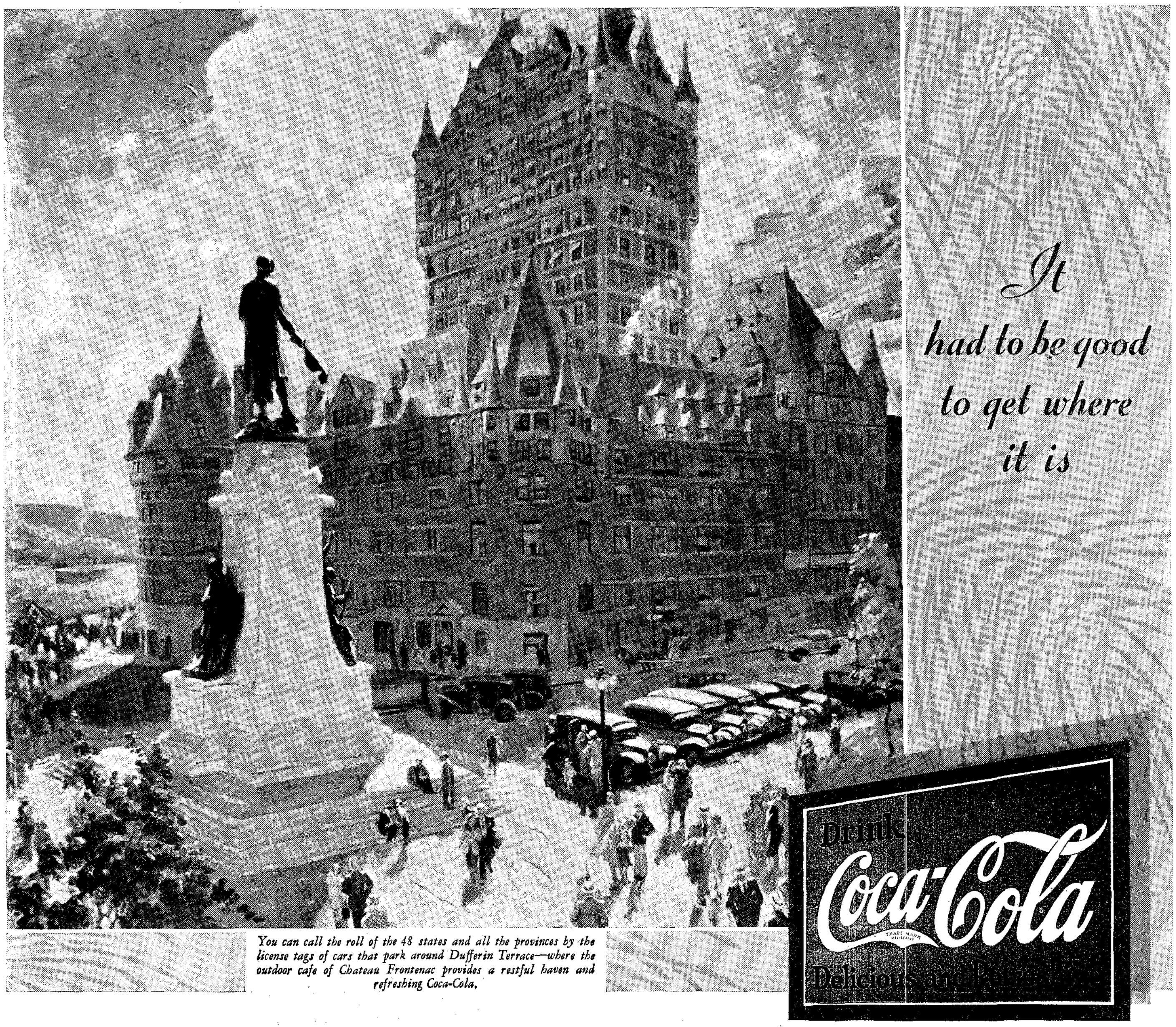
> He put aside the paper to watch her make another excellent landing, and this time he climbed into the plane with her, and together they were off for a half-hour of practise. Mrs. Lindbergh, altho she had previously often handled the stick on rides with her husband, had at last taken her first solo flight.
>
> The next morning the Lindberghs spent another hour, during which Lindbergh instructed his wife in spins and spirals. In the meantime, however, the newspapers had learned that Mrs. Lindbergh had made her solo flight the previous day, and on the following morning an enterprising newspaper cameraman chartered a plane at Roosevelt Field, and flew over to Hicksville to get a few shots. Lindbergh, however, feared that the proximity of the photographer's plane might disconcert his pupil and, rather than risk any accident, brought the course of instruction to an end.
>
> Just how many hours of actual instruction Mrs. Lindbergh had before she soloed is difficult to estimate. In the club's Curtiss-Fledgling she had but eight hours, but there were also several hours of instruction in the plane previously rented at Roosevelt Field. Nor should one overlook the fact that in flying so often with Lindbergh, before and after their marriage, she must have acquired considerable knowledge. In fact, it is reasonable to suppose that Mrs. Lindbergh had developed a very acute air sense before she began her lessons. She had accompanied her husband on practically every distance flight he made after their marriage.
>
> The flying costumes worn by the couple, if not remarkable, were certainly interesting, if only because of their contrast. Lindbergh wore an ordinary gray suit of clothes, sometimes wearing a black aviator's helmet with it. Mrs. Lindbergh, however, was more colorful. She wore tan whipcord riding breeches with black riding boots, a white shirt, necktie, a navy-blue leather flying jacket, a blue helmet, and brown kid gloves.

The increase in the number of women who fly either commercially or for pleasure is having a decided influence on the aviation industry, according to a recent radio address by Miss Amelia Earhart, published in *The Aeronautic Review*. Miss Earhart discust this development in a general way and also devoted a few words to husband-and-wife flying, and the reasons for it. She said:

> Not only are transportation companies trying to sell their services to women, but nearly all the branches of the industry are, too. One of the largest flying services in the country has recently opened a ground school exclusively for women. It has realized, probably, that, owing to a difference in background, women need a specialized form of instruction to accomplish the same results as men in subjects of this type. Probably all of the women in the ground school will not take up flying. However,

P. & A. photograph

AND HERE WE HAVE THE FLYING FAHYS



You can call the roll of the 48 states and all the provinces by the license tags of cars that park around Dufferin Terrace—where the outdoor cafe of Chateau Frontenac provides a restful haven and refreshing Coca-Cola.

Coming and going through Old Quebec the touring thousands

pause and refresh themselves

SPRINGTIME again and the call of the open road. Old Quebec City, where everybody goes or wants to go. California and Oregon park with Georgia and Massachusetts to enjoy *the pause that refreshes*. Through rose-colored glasses of ice-cold Coca-Cola tired tourists review one of the great joys of the long, long trail. For, across the Dominion and in every city, town and hamlet in the U. S. A., there's no drink so easy to get, so popular and so surely refreshing. » » » And at home in office or workshop, along hot, crowded city streets, how cheerful this same pause. You relax and enjoy that cool, wholesome refreshment only Coca-Cola can give. Ice-cold, tingling, delicious, it's the one drink that fits all times, all places, all thirsty needs.

THE BEST SERVED DRINK IN THE WORLD

A pure drink of natural flavors served ice-cold in its own glass and in its own bottle: The crystal-thin Coca-Cola glass that represents the best in soda fountain service. The distinctive Coca-Cola bottle you can always identify; it is sterilized, filled and sealed air-tight without the touch of human hands, insuring purity and wholesomeness.

LISTEN IN — Grantland Rice — Famous Sports Champions — Coca-Cola Orchestra — Wednesday, 10:30 to 11 p. m. E. S. T. — Coast to Coast NBC Network —

The Coca-Cola Co., Atlanta, Ga.

NINE MILLION A DAY

The

Singing Shave

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. . a marching song for whiskers . . . .

Here, sir, is the sweetest chin music ever played—a blade so gentle, an edge so keen and long-lasting that you burst into song at the first luxurious shave. The toughest whiskers depart at the merest touch of an Ever-Ready Blade. Be a Singing Shaver. *Every day* enjoy that clean, cool feeling that formerly came only once in a blue moon.

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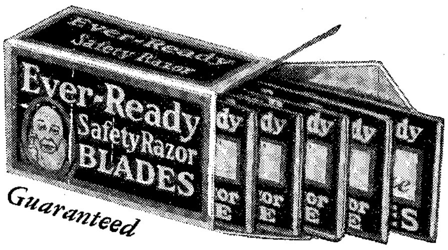


MOTORING AND AVIATION
Continued

the educational value of the work can not be estimated, for it will give women an insight which many haven't now. The average man has definitely advanced further than the average woman in learning what aviation is all about. He has investigated it from an investor's standpoint, and he has tried it to save precious business hours. But the time has come when his progress is being retarded by a lack of knowledge on the part of women who influence him. Most men don't travel by air even if their business demands it, if their wives object. The woman who will not let her husband travel thus is usually the one who doesn't know anything concerning it.

LINKS IN THE PAN-AMERICAN HIGHWAY CHAIN

THE long-dreamed-of Pan-American Highway, linking two continents and numerous nations into one vast chain, is becoming a reality.

Step by step, and section after section, the links of the chain are steadily being constructed, and the motorist may now find fairly good roads from Venezuela along the west coast of South America to Chile. Says King Hamilton Grayson, writing in *The American City* (New York):

> One of the most recent links in the chain is that known as the Transandean Highway, connecting Caracas, the capital of Venezuela, with the western States.
>
> The importance of highways to-day is clearly demonstrated by this road, which has entirely changed the merchandising situation of the country which it traverses, saving in costs of transportation, and providing the people with many things before impossible for their use. The Government of Venezuela is putting forth special efforts to maintain this highway in first-class condition at all times, because of the impetus it has given to commerce in general throughout the nation, and particularly to the merchants of the Cordilleras.

The five main classes which are being emphasized in the building of the West-Coast South American links of the international highway are, we read:

> 1. Roads giving access to consuming centers or between consuming centers.
> 2. Roads giving access to railroad centers.
> 3. Roads giving access to ports.
> 4. Longitudinal highways.
> 5. Highways interconnecting with the longitudinal.

At the opposite end of the chain an American company is constructing the highway from Concepcion, Chile, to Talcahuano, the principal port of the province of Concepcion. This is only a short feeder road, 5.36 miles in length, costing $302,500. Reading on:

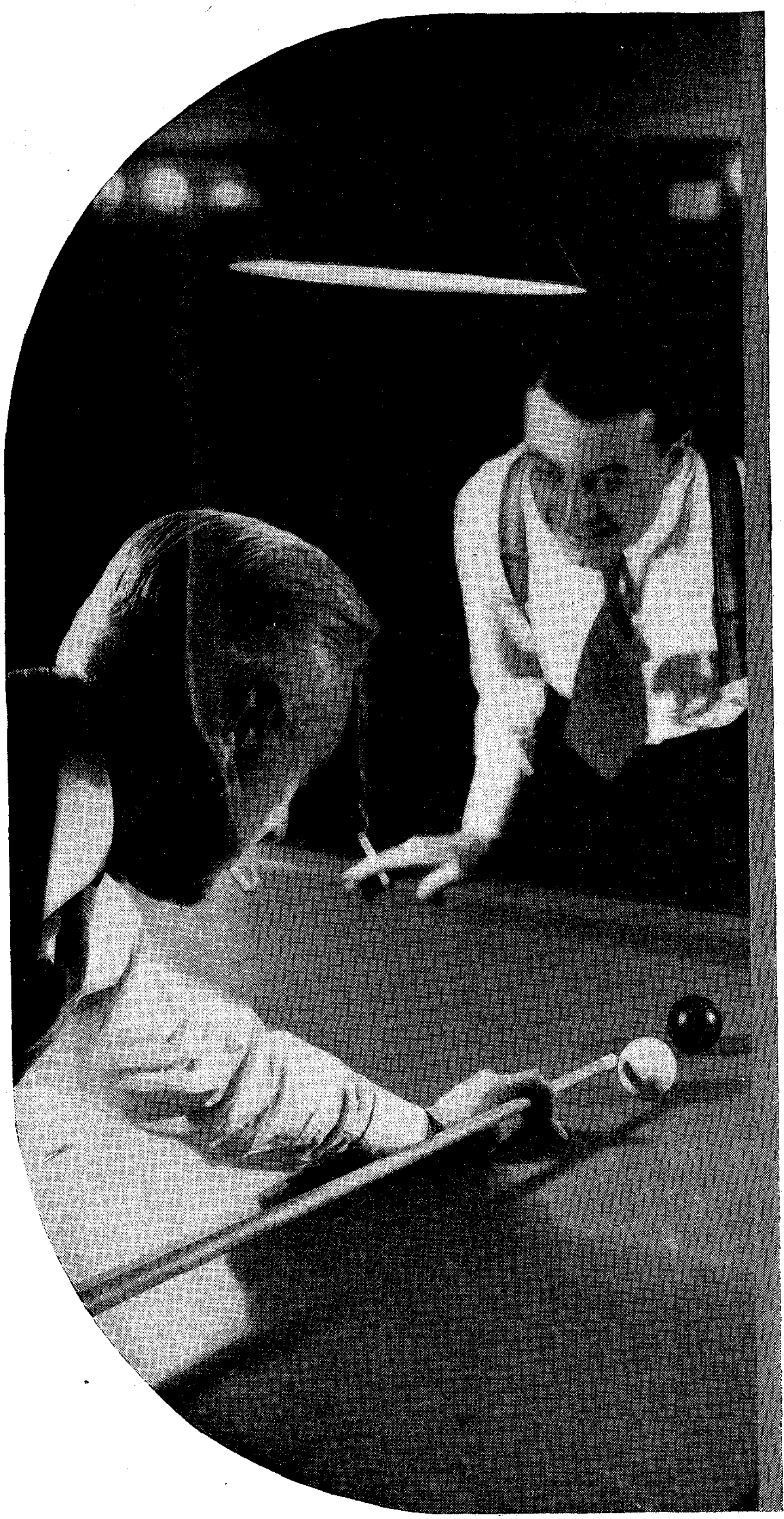
> Under the terms of the construction contract, the American firm has agreed to maintain the road for seven years.
>
> The construction of this highway should be an object-lesson to road-builders all over the world. No more difficult construction problem could be found anywhere than that encountered in the mountainous sections of each of the countries through which it passes.
>
> At the present time there are thirteen highway projects under construction in Chile, with forty-four others under study. British, American, and Chilean firms are all engaged in the work, while that pertaining to streets in the cities is mostly in the hands of German firms.
>
> Contracts for 605 miles of new roads, to cost $6,013,095, were awarded by Chile in 1928.

The highway campaign in Peru "is also very extensive at present, and splendid progress is being made on the coast highway running the full length of the country, from north to south. This highway is 1,300 miles in length, and is now open for traffic over its entirety," says the writer, continuing:

> Motor transportation along the desert coast of Peru, which has long been a dream, has become a reality, and is regarded as a crowning achievement by the people.
>
> Valleys which have been isolated for centuries are now within a few days or hours of one another, and intercity bus service has already been started. As one of the links in the vast highway chain of South America, the roads of Peru are playing a tremendous part.
>
> On account of the mountainous character of vast portions of Peru's territory, this nation has greater costs and road-construction difficulties than several of the others.
>
> Some portions of the highways are 12,000 feet above sea-level, where construction is exceedingly difficult and costly, and where it must be perfectly done to withstand the weather and to provide open clearance at unseasonable motor periods.

Heretofore, in Colombia, good roads have been scarce, except around Bogota, the capital. The year 1929 ushered in a new era, and extensive highway construction is now under way. Says Mr. Grayson:

> All roads are being built for the future, with the idea of their being used by heavy motor traffic. This is making for a fine type of road, even tho slower in mileage totals and increased in construction costs. The new Cambao Road, connecting the capital with the Magdalena River, is nearly completed. It makes a new pass through the mountains, and American highway engineers who have inspected it pronounce it an exceptional stretch of highway. The Gran Carretera del Norte, from the capital to the Venezuelan border, is the major highway in Colombia, and is part of the international chain. This road is now completed, and is proving an impetus to commerce. A second trunk line is also under construction, from Medellin to the Pacific, to connect with other links of the International Highway.
>
> During 1928, this little South American country spent $7,122,400 on new road construction.
>
> Bolivia's highways are now under construction and, while not a great deal of progress has been made in the past, the country seems to have awakened to the tremendous gains it can make in commerce if proper roads are constructed for motor traffic.
>
> The Bolivian Federal Government spent $2,601,932 in 1929, and the various departments, or States, approximately



DOES YOUR RECREATION REDOUBLE YOUR CIGARETTES?

◆ ◆ SHOOT FOR "HAPPY-MOUTH" IN SPUD'S COOLER SMOKE!

When you're taking time out from your worries . . . does your cigarette appetite increase? Then let it increase on Spud. Let it increase through a mouth and throat that are always moist, cool and comfortable. That's the way you stay with Spud . . . mouth-happy . . . right through 2 packs a day, if that's your smoking mood!

Spud's 16% cooler smoke heightens your enjoyment of Spud's full tobacco flavor. It keeps your tobacco senses constantly alive to Spud's choice leaf and blend. For new thousands daily, it is making Spud the grand, new freedom in old-fashioned tobacco enjoyment! At better stands, 20 for 20c. The Axton-Fisher Tobacco Company, Inc., Louisville, Kentucky.

MENTHOL-COOLED SPUD CIGARETTES

JUDGE SPUD...Not by first puff, but by first pack. Surprise soon forgotten . . . continued coolness heightens enjoyment of full tobacco flavor.

Spud
20 Cents
Menthol-Cooled
CIGARETTES

"SMOKE 16% COOLER BY TEST"...a little book telling how Spud's greater coolness was proved scientifically and what it means to you...sent gladly on request.

DON'T WORRY ABOUT PYORRHEA . . . PREVENT IT

The regular use of Squibb's Dental Cream aids in the prevention of pyorrhea

IT IS A FACT that once pyorrhea becomes fully established, it is practically incurable. Yet this disease of pus-at-the-gums will not start as long as The Danger Line is healthy.

Users of Squibb's Dental Cream enjoy a comforting assurance in regard to pyorrhea. For in two important ways, Squibb's protects The Danger Line, that thin edge of tissue where gums meet teeth.

First, Squibb's contains no grit, no astringents, nothing which might injure the delicate gum tissues and lead to infection. It is safe.

Second, Squibb's Dental Cream is made with 50% Squibb's Milk of Magnesia, a preparation recognized for its healing effect on the gums and its antacid properties.

Each time you brush your teeth with Squibb's you soothe the gums—help The Danger Line keep firm and healthy. And you neutralize the acids from fermenting food particles, which acids are the most frequent cause of irritated gums. These food particles collect especially at the gum margin, where there is a tiny crevice.

As for tooth decay, Squibb's is able to combat it by depositing Milk of Magnesia in the various crevices of the teeth and rendering harmless the acids generated by germs. *These acids cause tooth decay.* Squibb's penetrates where your tooth-brush can't reach.

Begin using Squibb's and see how lustrous and freer from decay your teeth keep, how firm and healthy your gums. Use Squibb's regularly and take time to brush both gums and teeth thoroughly. Guard The Danger Line. Then you needn't fear pyorrhea.

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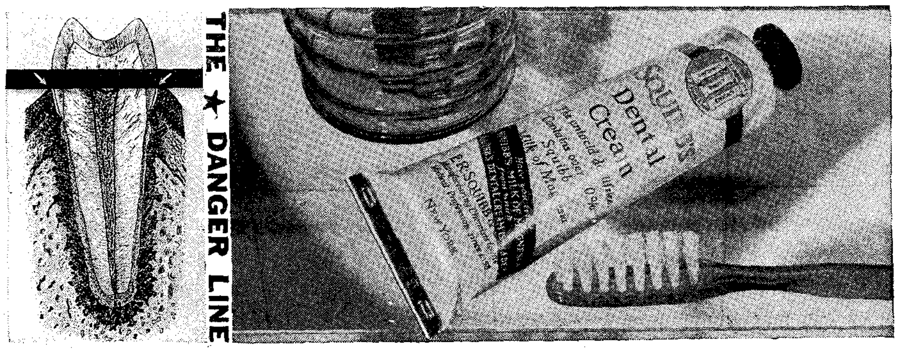


★ *The Danger Line is the line where gums meet teeth. As long as this knife-like edge of gum tissue keeps healthy, pyorrhea will not occur. In the cross-section above, notice the tiny crevice at each side of the tooth. The arrows show it. Food particles collect here, ferment and irritate the gums with acids. Eventually the delicate gum edge recedes and then The Danger Line is no longer a protection.*

E. R. Squibb & Sons cordially invite you to listen to a radio program presenting WILL ROGERS and a concert orchestra each Sunday evening at 10 o'clock (current New York time) over 32 stations of the Columbia Broadcasting System.

$3,931,200 for new construction. These highways are so surveyed as to become connecting links between the great east and west coast chains of the continent.

All of these highways, being part of the vast Pan-American chain, will in due course be interconnected with motor roads through Central America and Mexico into the United States. No greater tie of permanent friendship between nations and peoples could be conceived than this plan. They will become avenues of pleasure, commerce, profits, and international brotherhood which will justify every cent of their cost and maintenance.

CURING CARELESS DRIVERS

NEARLY half the automobile accidents are due to twenty per cent. of the drivers, who are "chronic repeaters."

These men can be cured.

Hitherto, personality, tho an important factor in public safety, has been practically ignored in the study of automobile accidents, it is declared in a report of the Personnel Research Federation, sponsored jointly by the Engineering Foundation and the National Research Council.

"The fundamental importance of personality in public accidents does not seem to have been appreciated," asserts the report, pointing out that motor mishaps resulting in fatalities, personal injuries, and property damage have greatly increased recently. To quote a press bulletin issued by the Engineering Foundation:

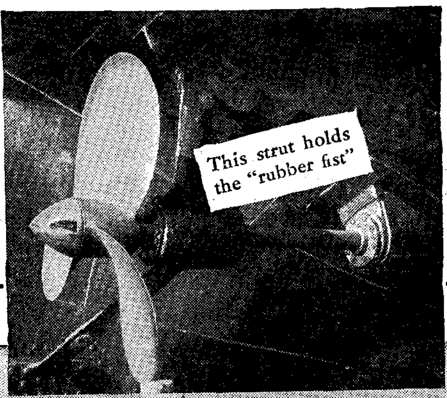
> The problem was said to have two aspects. First, how to deal with those operators who are having an undue proportion of accidents, the so-called repeaters; second, how to deal with the pedestrians and drivers using streets and highways in a manner which will definitely affect their ways of using these facilities.
>
> A narrow interpretation of the problem has, it was said, led to these studies being confined almost entirely to an attempt to discover by psychological tests those persons who ought not to be allowed to operate automobiles on the highways.

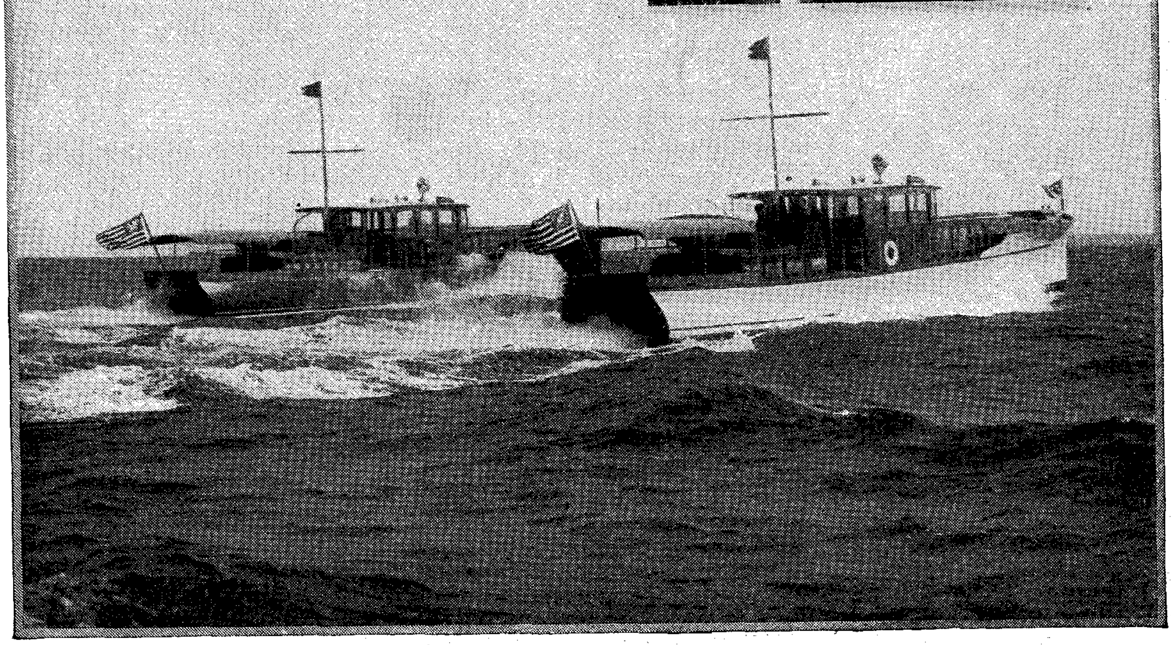
To quote the words of the report:

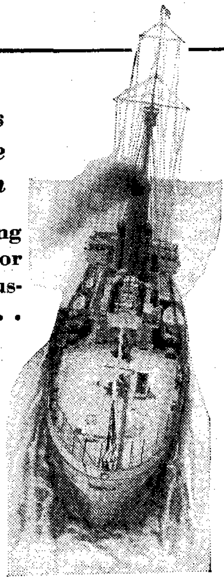
> The existence of repeaters has been now definitely recognized as a result of investigations into the operation of street-railways and buses. In this field their contribution toward public accidents has been thoroughly studied, and methods developed to cure them of their accident tendencies.
>
> In the field of public automobile operation, the contribution of these prone-to-accident people to the total public danger is quite unknown, and no methods have been developed by which they may be dealt with.
>
> In the public-utility field, it has been found in one company, taking into account all collisions of street-cars and buses with automobiles, other vehicles, pedestrians, and other street-cars, that twenty per cent. of the operators are chronic repeaters. They have forty-five per cent. of the collisions.
>
> Seven per cent. of the men are repeaters

Goodrich invents a "RUBBER FIST"

. . . . that helps keep craft of every type moving more smoothly at lower cost







Water lubricated Bearings of Soft Rubber help solve bearing renewal problem

TRIM cabin cruisers, cutting flashing wakes. Bustling harbor craft . . . tug boats, ferries. Serious-miened coast guard cutters . . . business-like freighters . . .

All of them move under the same shadow . . . the threat of recurring trouble and expense from bearing renewal.

Ordinarily, propeller shafts revolve in bearings of babbitt, bronze, *lignum-vitae* or similar material. Oil lubrication is difficult. Without adequate lubrication, rapid wear is unavoidable.

This is where Goodrich engineers entered the picture. They had discovered a certain compound of rubber that was amazingly resistant to abrasion.

So they designed a "rubber fist" . . . a bearing of this rubber to reach down from the hull and hold the spinning propeller shaft. Water lubricates it . . . water keeps it clean of grit and sand. It materially reduces vibration and under similar service conditions *outwears bronze, babbitt metal, etc. many times to one.*

But the *principle* of Cutless Bearings is too broad to be confined to water craft alone. Goodrich engineers have applied it wherever bearing and sleeve wear is a problem and where water for lubrication is available.

Cutless Bearings represent but one of the many developments of the Goodrich Industrial Research Committee.

Executives are invited to address the Committee Chairman concerning industrial and mechanical problems where the application of rubber may provide an answer. Special research is gladly undertaken wherever practicable. Goodrich, Established 1870, Akron, Ohio.

CUTLESS BEARINGS

Another B.F. Goodrich *Product*

32,000 rubber articles, representing more than a thousand distinct rubber products — Goodrich Silvertowns • Zippers • Rubber Footwear • Drug Sundries • Soles • Heels • Hose • Belting • Packing • Molded Goods.

The little difference

in price can never

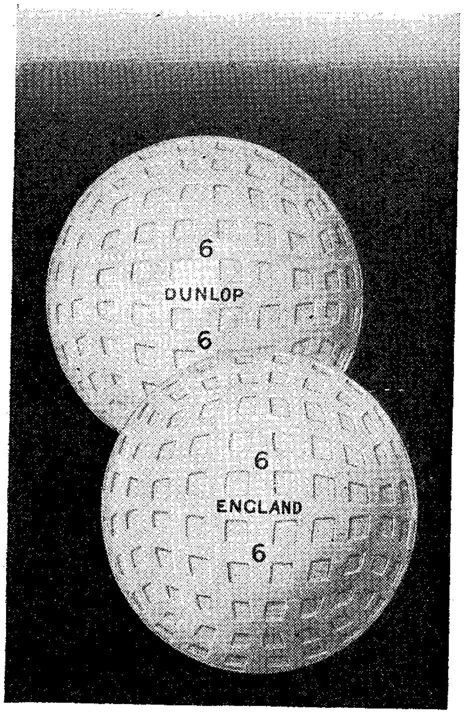
equal the big

difference in

results to

the good

player..



THE *imported*
DUNLOP
$1
MESH OR RECESSED MARKING

MOTORING AND AVIATION
Continued

in any one year, but vary in their performance from year to year. These have fifteen per cent. of the collisions. Seventy-three per cent. of the men cooperate year after year in what may be termed a safe manner. These have forty per cent. of the collisions.

Prior to the studies which revealed the figures quoted above it was, of course, known that some operators were worse than others. But apart from a dismissal of the worst offenders (often replaced by new inexperienced men on the whole just as bad), no systematic efforts were made to deal with the majority of repeaters.

A dismissal of the whole twenty per cent. (apart from the question of replacement) was impossible, as it would have created a disturbance in the organization. Study was therefore made of the individual operators to discover the reason for their unsafe operation. All available records and descriptions of accidents, breaches of rules, age, experience, family status, sickness, etc., were used in these studies, and a determination made in the case of each man as to the reasons for his accidents.

These studies showed that in spite of past record almost all the men ought to be capable of safe operation. In each case, therefore, a method of treatment likely to be suitable in curing him of his accident tendencies was suggested. Suitable organization was then developed to handle this group as a whole over the entire system.

Probably the most fundamental change which resulted, as far as safety activities as a whole were concerned, was this, we are told:

Before the change the safety methods were designed to make safer and keep safe the seventy-three per cent. of good operators, and only incidental efforts were made to deal with the smaller percentage of unsafe operators. The importance of this minority had been minimized.

The changed point of view brought out most clearly by the studies was that the causes of accident tendency among the twenty-seven per cent. were such as to be unaffected by general safety methods. It was considered that the proportion of accidents among these twenty-seven per cent. warranted a system specifically designed to influence them, and that such a system would probably also have a carry-over effect on the seventy-three per cent.

This view has proven correct, for in twenty months' work the accidents have been reduced thirty-five per cent. Four-fifths of this reduction comes from the cure of repeaters, and one-fifth from better performance of the relatively safe majority.

Such is the experience of a pioneer public utility in this work. The net financial gain to the company, in reduced accident costs, as of December 31, 1929, is $301,000.

What is the bearing of these facts on public safety generally? Who knows? What is the proportion of chronic and spasmodic repeaters among automobile operators? No studies have been made which take into account all accidents, major and minor.

Are automobile operator repeaters capable of cure? Only careful studies of the repeaters can show this. If a high per cent. of repeaters exists and can be cured, can public safety effort be organized to affect the cures? Only an attempt at such organization following and based on such studies can determine this.

WHAT CITIES THINK OF THEIR TOURIST CAMPS

WE hear less to-day about publicly owned tourist camps than a few years ago.

Interested to know what was happening to them, Howard K. Menhinick, of the School of City Planning, Harvard University, inquired, and received answers from fifty-nine cities in different parts of the United States. The results are summarized by him in *The American City* (New York). He writes:

While these answers may not represent the consensus of opinion about tourist camps throughout the United States, or even about each individual camp, they at least represent in each case the opinion of an intelligent public official or citizen selected for questioning because of his knowledge of, and interest in, the constructive development of the city.

Publicly owned tourist camps were reported successful in thirty cities, and unsuccessful or abandoned in twenty-nine.

Success or failure does not appear to depend upon geographical location, nor upon a site either within or entirely outside a park.

Camps are neither a consistent success nor a consistent failure when operated by any particular department of the city government or by some such semiofficial body as the Chamber of Commerce.

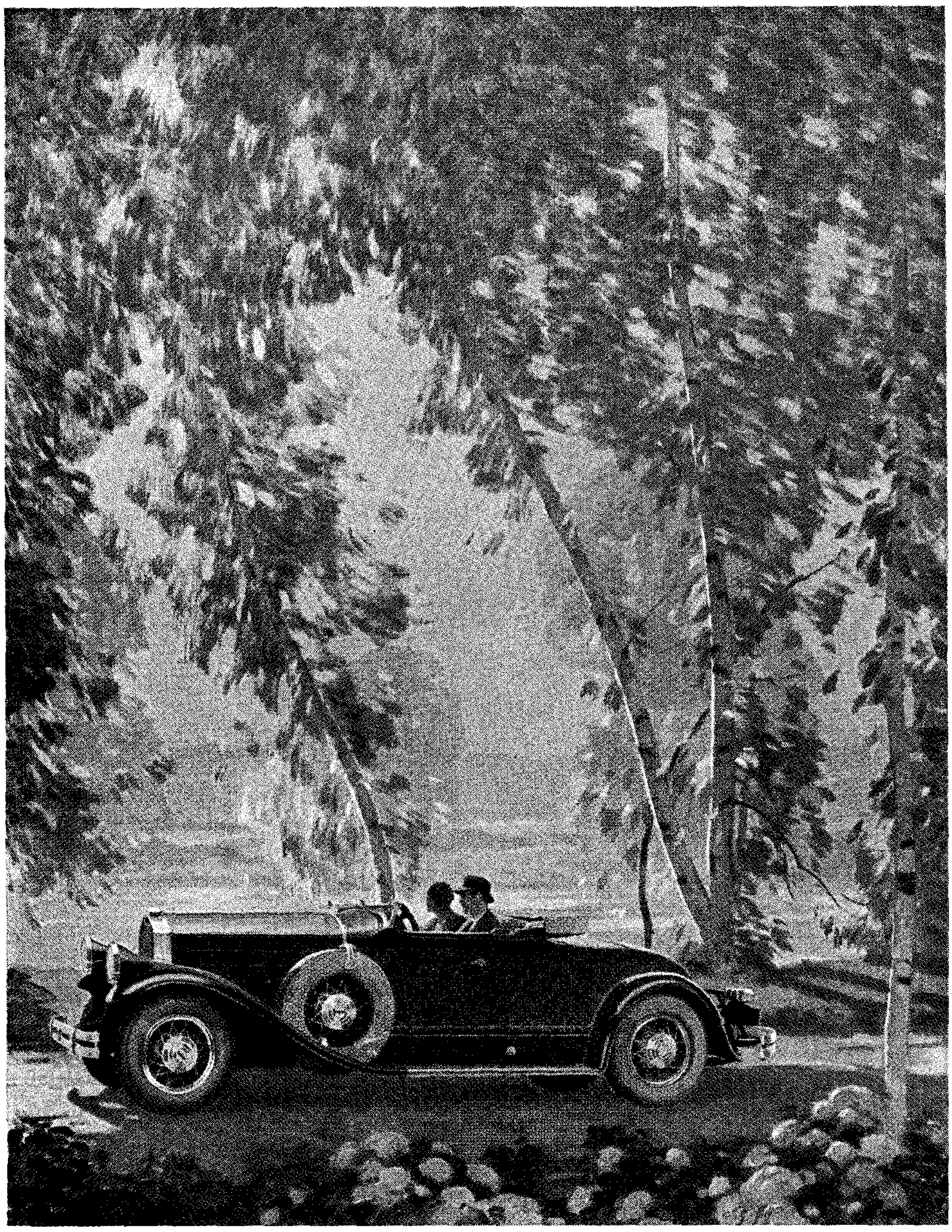
Even the charging of fees does not appear to be the deciding factor, altho probably the majority of the successful camps do charge fees.

To reach a conclusion as to what factors determine success or failure, it may be well to see what reasons cities gave for the failure of their tourist camps.

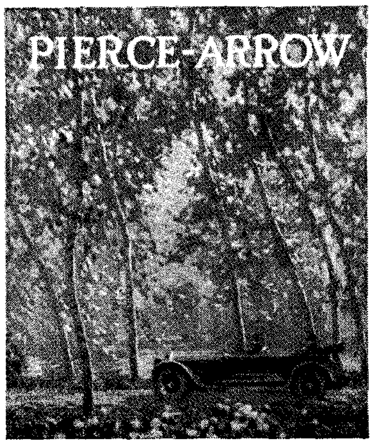
Nine cities reported that their publicly owned camps could not compete with those that are privately owned. Council Bluffs, Iowa, claims that private enterprise provides better facilities. The Denver, Colorado, tourist camp is said to be deteriorating on account of the competition of privately owned cottage camps. Laramie, Wyoming, said its municipal tourist camp could not stand the competition of five privately owned camp grounds. Private interests took over the municipal camp at Salt Lake City, Utah; and Tucson, Arizona, and El Paso, Texas, abandoned their camps when private competition became too strong. Publicly owned tourist camps were given up because they were no longer deemed necessary at Chattanooga, Tennessee; Richmond, Virginia; and Tacoma, Washington.

It is easier to determine the cause of a failure than it is to analyze a success, Mr. Menhinick goes on. A successful tourist camp was usually accounted for by the charging of fees, the presence of a caretaker, and of such conveniences and comforts as running water, gas, electricity, comfort-stations, laundry facilities, a dining-room, cabins, and showers. The writer continues:

Ponca City, Oklahoma, has a camp with many of the above-mentioned conveniences. This camp is successful and paying its way,



Many Spring seasons and many Pierce-Arrows have passed between the two portraits by Chichester on this page . . but the season brings back the same fresh beauty to the scene each year, and the car continues to be America's finest motor car.



Pride of Craftsmanship

Builds America's Finest Motor Car

A LITTLE less than two years ago, a group of earnest men took over the management of Pierce-Arrow. The task was approached with the confidence of long experience—but also with a great reverence for a fine name, a distinguished achievement.

What makes Pierce-Arrow fine is something more than engineering genius, more than excellent materials, more even than its own high ideals. It is the effort of men whose pride is in the work of their hands.

Today, in the great Pierce-Arrow plant, are builders of automobiles who work to standards that their fathers followed—standards of fineness and precision that are regrettably rare in this machine age.

And if that sounds like foolish idealism, Pierce-Arrow is proud of the distinction—and of the approval of men who work to a tradition that forever bars the unworthy.

It isn't a problem in such circumstances to build America's finest motor car. It would be difficult to do otherwise—and, in the presence of its builders, to call it Pierce-Arrow.

THREE NEW GROUPS
132 to 144-inch Wheelbases
$2695 to $6250 at Buffalo
(Custom-built Models up to $10,000)

PIERCE-ARROW

TO PROTECT THE MOUTH OF YOUTH

. . . a dentist tells how every tube of FORHAN'S *must be made*

YOU probably know that Forhan's occupies a place distinctive among dentifrices, and for very good reasons.

A dentist first devised it. A dentist's critical standards have ever since watched over its preparation. With the scrupulous care he would use in safeguarding the teeth of his patients, R. J. Forhan, D.D.S., developed the formula of this dentifrice which bears his name.

He made it mild. He made it safe. He chose only those ingredients for cleansing the teeth which the most critical member of his profession would approve. He demanded continual vigilance in every step of manufacturing—watchfulness over the purity of every tube bearing his name. It was indeed a "dentists' dentifrice."

More than this, he added something found in no other dentifrice—the benefit of a preparation he had developed in his practice—an aid for the gums, based upon a preparation widely known and used by dentists in the care of pyorrhea.

The result was a dentifrice remarkable for the mouth of youth, and for those who wish to keep the mouth young. Used as recommended, with massage at the time of brushing, Forhan's not only cleans the teeth, but helps to give healthy gums the tingling stimulation which they need.

We, who make this finer dentifrice, know of no other toothpaste made with such exacting care and patient precision. The high standards of purity prescribed for each ingredient are constantly and watchfully checked.

As a matter of precaution, anyone who values firm, gleaming teeth and healthy gums, will want to adopt Forhan's as his dentifrice, or hers.

Forhan's comes in two sizes, 35¢ and 60¢—a few cents a tube more than the ordinary toothpaste and exceedingly well worth its slight extra cost.

Forhan Company, Inc., New York.

Any mouth may have pyorrhea and at forty the odds are

4 *out of* 5

Forhan's

YOUR TEETH ARE ONLY AS HEALTHY AS YOUR GUMS

Forhan's
for
MASSAGING
GUMS
and
CLEANING
TEETH
DENTAL PROFESSION
FORHAN CO.

but city officials say they would abandon it if there were any private tourist camps to take care of the people.

Publicly owned tourist camps will probably therefore be a success, first, when private initiative will not or can not take care of this need of the touring public. This was the justification for many of the publicly owned camps in the early days of automobile touring. Second, they will probably be a success, even with private competition, when fees are charged and when enough money is spent on the equipment and maintenance of the camps to enable them to supply service as good as, or better than, the private tourist camps provide. But this means that the city is entering the hotel business—a municipal activity which is hard to justify. On the whole, there seems to be increasing difficulty in justifying and successfully operating publicly owned tourist camps.

A PERSEVERING MOTOR

A MOTOR which, if at first it doesn't succeed, tries, tries, tries again, has just been invented.

If it finds itself unable to pull its load, it begins to pull harder and harder, and does it in a way that will do the job—within the limit of its final powers, of course. Says *Power Plant Engineering* (Chicago):

> Wonders will never cease.
>
> We have become accustomed to the marvels of radio, to the novelty of talking-pictures, and we scan, without surprize or emotion, a news item of another seventy-five-story sky-scraper to be erected. In the electrical and mechanical fields, developments succeed each other with such rapidity as to make it impossible to have detailed knowledge of them all. We have electric motors for every conceivable purpose and of all sizes, from the tinest clock-motor to units of tens of thousands of kilowatts capacity.
>
> But what would you say, if somebody told you about a motor which, attempting to pull a load but failing, deliberately begins to jerk, first gently and then harder and harder, until finally it succeeds in turning over the load? You would, no doubt, assume a skeptical attitude. Well, the Westinghouse Company has developed just such a motor.
>
> This motor, when it finds that it can not start a load, tries again and again, each time a little harder, just as a human being would. Of course, electric motors always do their best, and, if the fuses don't blow, they will die trying, but since a poor little motor often has to work on a comparatively low-capacity fuse, there is a limit to what it can do before the fuse blows. If it could only overcome the initial starting friction, it would have no trouble.
>
> The new motor, which is a small one-quarter horse-power unit, goes about its job differently; in fact, it almost thinks. If, in trying to start an air-compressor, for instance, it finds that it can not get it over center, does it push and push, until finally it dies of overwork? Not this motor. It stops to consider and, having done so, delivers the load a sharp blow. This may start things moving but, if it doesn't, the motor pauses and then delivers a harder blow until finally, presto! the load succumbs. Once under way things run smoothly.
>
> We might point out that some human beings could take a lesson from this motor, but to set a machine up as an example for human action, really is carrying things a little far. Anyway, the idea is fairly obvious.
>
> This persevering motor, which, by the way, has only four moving parts, is an example of the high engineering skill often required of designers. If this quarter-horse-power motor had been ten thousand times larger, it would have been aided in its emergency by skilled human attention, by specially engineered power supply, and by intricate automatic controls. But this motor, which will never feel the touch of a skilled hand from the day it is installed to the day it is finished, can have none of these things. So the designers built a set of brains right in the motor itself.

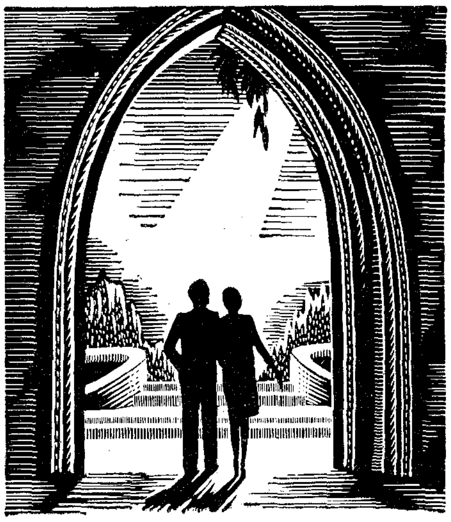
SACRIFICING BEAUTY TO TRAFFIC

AMERICAN cities are sacrificing their natural beauty in efforts to provide relief for increased automobile traffic. Charles H. Cheney, chairman of the Committee on City and Regional Planning of the American Institute of Architects, takes this view. In many municipalities, he declares, great avenues of trees are being cut down to adapt streets laid out for a horse-drawn era to the needs of the motorist. These trees, he says, are "the only saving grace to cover up the 90 per cent. of bad design and poor architecture with which our towns are so carelessly filled." He goes on, according to a recently issued press bulletin from the Institute:

> Everywhere the increased use of the automobile, demand for traffic relief, as well as for airports, parks, and new and enlarged business centers, is requiring enormous changes, particularly in the widening of streets laid out for a horse-drawn era. The smaller cities of the country, even the small towns, need major street plans and other comprehensive plans as badly as the big metropolitan areas.
>
> These plans are everywhere causing the cutting down of great avenues of trees for street widenings and extensions. In many cases these tree cuttings are needless and avoidable. Our cities are becoming yearly uglier and more forbidding as they are gradually being denuded of the fine old trees and shelters of greenery that hid their tawdry appearance.

At Radburn, New Jersey, according to Mr. Cheney, the planners of the town have built what they call "The New Town for the Motor Age." Not satisfied with wide streets, the town-planners have turned their little city "inside out" with each house facing a garden or park. To quote further:

> The houses are all arranged for traffic safety in groups around cul-de-sac streets, with parks in the centers of the large blocks, and sidewalks along the edge of the parks, so that children and pedestrians do not have to walk along the traffic street to school and the business district. Here several hundred homes have already been completed in good architecture, harmonious in arrangement and grouping, and fulfilling the claim of the town of being "a city inside out" with each house facing a restful garden or park."



"Nor cast one longing lingering look behind"

IT is love that dictates the writing of a will and the purchase of life insurance. By these means provision is made for the comfort and material well being of those who remain to remember and to live on. And it is love that makes provision for the final resting place of the departed, safe from all external change within the protecting walls of the

GALION
CRYPTORIUM
THE UNDER-GROUND MAUSOLEUM

No vain regrets or futile self-reproach haunt the minds of those who have provided this final tribute of devotion, for this is the ultimate of protection and of beauty, replacing the crude horror of other methods. Neither water nor chemical elements nor living organisms can prevail against the security of Cryptorium walls of Armco Ingot Iron or imperishable bronze. That which is laid away in beauty remains unchanged by any external cause through the revolving years.

Hundreds of thousands of loving hearts bear witness to the solace that rewards Cryptorium emplacement. Leading funeral directors everywhere are prepared to explain this service and to supply it. The cost is altogether moderate.

Write for leaflet C.

THE GALION METALLIC VAULT CO.
Department LD, Galion, Ohio

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CRYPTORIUM
THE UNDER-GROUND MAUSOLEUM
GUARANTEED

Scotland

Scenery ~ History ~ Romance ~

Go North across the English Border by the "Flying Scotsman" train to Edinburgh. Scotland's Athens, invincibly proud, raises her castle three hundred feet above a delightful medley of queer old houses and historic churches. Holyrood speaks to you of the stirring days of Mary Queen of Scots and Bonnie Prince Charlie. See Royal Dunfermline and its ancient abbey with Scotland's most sacred grave—that of Robert Bruce. Melrose, Abbotsford and Dryburgh where the memory of Scott will live for ever. Stirling with its famous Castle and its neighbouring battlefield of Bannockburn.

Tee off at St. Andrews, the world metropolis of golf. Balmoral will show you the splendour of the Scottish home of Royalty. And the Trossachs—nature has painted the purple heathered hills and silver lochs with an incomparable beauty. Scotland recalls historic exploits thrilling to every American.

Call or write for Guide No. 44

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MOTORING AND AVIATION
Continued

ZEPPING TO EUROPE ON REGULAR SCHEDULE AT EXPRESS SPEED

TWO days from Baltimore to Seville! Four days from San Francisco to London by air! A tourist trip abroad without seasickness—for everybody who has the price!

Zeppelin aircraft, greater than any yet seen, sailing over the Atlantic on a schedule as regular as that of the present ocean liners!

These are no longer mere day-dreams, say the experts, who have been keeping tabs on the progress of air navigation; for Dr. Hugo Eckener, the famous German commander of the *Graf Zeppelin*, has at last convinced American industry that the time has come to "beat an aerial trail for regular dirigible service across the Atlantic."

The spectacular possibilities just named, we are told, were brought within the range of early and practical realization by an agreement signed in New York late in March by Dr. Eckener, head of the Zeppelin Luftschiffbau of Germany, and a group of American capitalists headed by Charles E. Mitchell, chairman of the board of the National City Bank. Definite plans are being formulated, under this pact, for a regular transatlantic service. Other parties to the agreement, according to the newspapers, include officials of the National City Company, the United Aircraft Corporation, the Union Carbide Company, the Goodyear-Zeppelin Corporation, and the Aluminum Company of America.

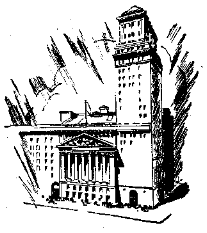
The new organization that is now working out the details of the epoch-making enterprise is the International Zeppelin Transport Company, which was incorporated in Delaware last October. Says Francis D. Walton in the New York *Herald Tribune:*

> Primarily the agreement means a union of German and American commercial interests to work for the establishment of the first regular transatlantic air service. The agreement also indicates a definite commercial truce between heavier-than-air and lighter-than-air operation.
>
> So far as one of the largest builders and operators of airplanes in this country is concerned, and so far as Dr. Eckener is able to speak for German aircraft, the agreement signed last week means that lighter-than-air and heavier-than-air craft have divided the air over the land and the air over the sea between them. The Atlantic Ocean is to belong to dirigibles.
>
> If Dr. Eckener and his associates have no schedules, no definite route, and no terminals in their plans as proposed at present, they have something even more concrete to offer, first in the proved ability of airships to fly the Atlantic and, second, in the existence, one in America and one in Germany, of the largest airship construction docks in the world, which are ready to build airliners bigger than any now in existence.
>
> The Akron dock is at present building the *ZRS-4* and the *ZRS-5* for the United States Navy. These ships, forerunners of a new line of modernized dirigible types, will be the basis in engineering experience for the airships for the projected Atlantic line.
>
> The commercial types which are to be started at Akron immediately upon the completion of the Navy ships will be several times larger than the *Graf Zeppelin*, and larger even than the *R-100*, the British dirigible.
>
> The builders tentatively plan accommodations for 100 passengers. With this capacity, the total deck area of the airships which will inaugurate the transatlantic airship line will be 12,000 square feet, of which each stateroom will require an average of more than seventy square feet.
>
> Tentative plans call for two floor levels on these ships. On the lower level, which will be situated at the lowest portion of the ship, will be kitchens, salons, clubrooms, quarters for officers and crew. On the upper floor, or deck, will be staterooms and promenades next to the outer walls. Each stateroom will be for two persons, and will be similar to Pullmans.
>
> The ships will have an overall length of 800 feet, and a gas-lifting capacity of 6,500,000 cubic feet. The gas capacity of the *Graf Zeppelin* is 3,700,000 cubic feet, and that of the new British dirigibles 5,000,000 cubic feet.

The ships planned for this service will follow generally the lines and structure of the *Graf Zeppelin* and the *Los Angeles*, according to an article by Lauren D. Lyman in the New York *Times*, and will closely approximate those of the two new Navy airships now being built at Akron. We read further:

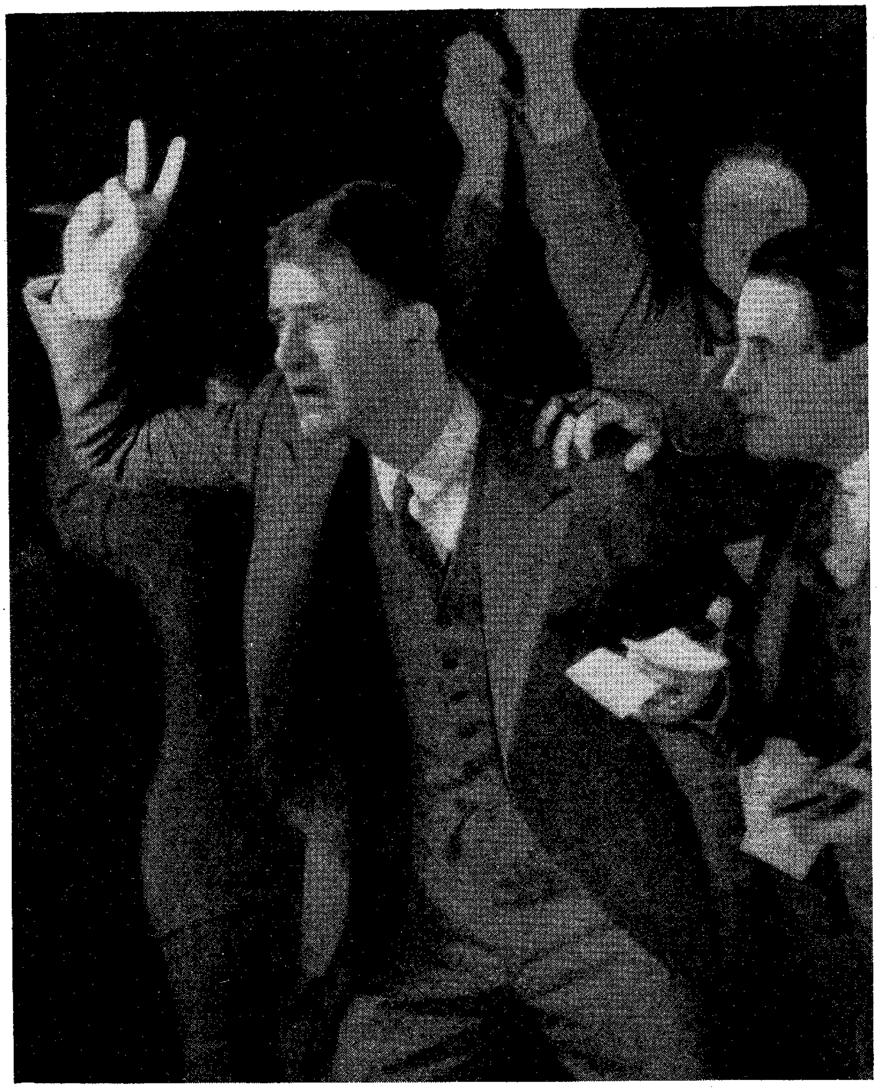
> They will be about twice the size of the *Graf Zeppelin*, and three times as large as the *Los Angeles*. They will be equipped with more powerful engine units than any airship yet built, and will probably have a speed which a few years ago was considered unattainable.
>
> The *Graf Zeppelin* has five engines with a total of 2,550 horse-power. Her speed is close to eighty miles an hour, and her useful load is seventy tons. The new Navy airships will carry eight engines, giving them a speed, according to specifications, of nearly eighty-four miles an hour. Their useful load has been set at eighty-one tons when inflated with helium, which, while not so buoyant as the hydrogen in the *Graf Zeppelin*, is preferred in America, because of its greater increased safety factor.
>
> The first two airships to be built for transatlantic service in the United States are already on the drawing-boards and in blueprints at Akron, and, provided the Navy airships are up to specifications, construction will proceed rapidly along the lines of the Navy dirigibles.
>
> A feature of the American ships, according to preliminary plans, is a hangar room for one or more light airplanes, large enough to carry a passenger or two besides the pilot, or a mail load of several hundred pounds. Thus many minutes before the lighter-than-air liner reaches her dock at Richmond or Baltimore or Norfolk, a pilot can hop off with his mail load or passenger and be well on the way to New York, Miami or Chicago by the time the liner is berthed in her dock.

The program agreed upon, says Mr. Lyman, is to establish a scheduled passenger transatlantic service between Germany and this country, with airplane feeder lines on both sides of the Atlantic. Later it is



THE STOCK EXCHANGE IS HIS ONLY "GYM"

. . . Yet he has "ATHLETE'S FOOT"



THE only game he knows is the market. His daily exercise is a stiff work-out on the floor of the Exchange. His muscles are strangers to "gym" routine and he wouldn't know the difference between a "back-hand" and a "birdie."

Yet this fast-stepping floor trader has been futilely fighting an annoying case of "Athlete's Foot" for six months and—*he doesn't even know what it is!*

An unpleasant, soft moistness with itching between the toes of his left foot worries him and bothers him more than a ten-point drop in one of his favorite stocks.

And the thing that bullies this man in the game of bulls-and-bears is a tiny ringworm germ called *tinea trichophyton*—hardly noticeable at first, but stealthy, *persistent* and *terribly annoying later on.*

**Many Symptoms for the Same Disease— So Easily Tracked into the Home*

"Athlete's Foot" may start in a number of different ways,* but it is now generally agreed that the germ, *tinea trichophyton,* is back of them all. It lurks where you would least expect it—in the very places where people go for health and recreation and cleanliness. In spite of modern sanitation, the germ abounds on locker- and dressing-room floors—on the edges of swimming pools and showers—in gymnasiums—around bathing beaches and bath-houses—even on hotel bath-mats.

And from all these places it has been tracked into countless homes until today this ringworm infection is simply *everywhere.* It is so easily overlooked at first that it has stolen up on the entire nation until now the United States Public Health Service finds "*It is probable that at least one-half of all adults suffer from it at some time.*" And authorities say that half the boys in high school are affected. There can be no doubt that the tiny germ, *tinea trichophyton,* has made itself a nuisance in America.

---

*WATCH FOR THESE DISTRESS SIGNALS THAT WARN OF "ATHLETE'S FOOT"

Though "Athlete's Foot" is caused by the germ—*tinea trichophyton*—its early stages manifest themselves in several different ways, usually between the toes—sometimes by redness, sometimes by skin-cracks, often by tiny itching blisters. The skin may turn white, thick and moist, or it may develop dryness with little scales. *Any one of these calls for immediate treatment!* If the case appears aggravated and does not readily yield to Absorbine Jr., consult your physician without delay.

It Has Been Found That Absorbine Jr. Kills This Ringworm Germ

Now, a series of exhaustive laboratory tests with the antiseptic Absorbine Jr. has proved, by bacteria counts and by photomicrographs, that Absorbine Jr. penetrates deeply into flesh-like tissues, and that wherever it penetrates it *kills* the ringworm germ.

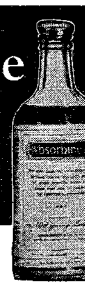
It might not be a bad idea to examine *your* feet tonight for distress signals* that announce the beginning of "Athlete's Foot." *Don't be fooled by mild symptoms.* Don't let the disease become entrenched, for it is *persistent.* The person who is seriously afflicted with it today, may have had these same mild symptoms like yours only a very short time ago.

Watch out for redness, particularly between the smaller toes, with itching—or a moist, thick skin condition—or, again, a dryness with scales.

Read the symptoms printed at the left very carefully. At the first sign of *any one* of these distress signals* begin the free use of Absorbine Jr. on the affected areas—douse it on morning and night *and after every exposure of your bare feet to any damp or wet floors, even in your own bathroom.*

Absorbine Jr.

FOR YEARS HAS RELIEVED SORE MUSCLES, MUSCULAR ACHES, BRUISES, BURNS, CUTS, SPRAINS, ABRASIONS.



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MOTORING AND AVIATION

Continued

proposed to extend the service to South American ports, and Dr. Eckener will make an experimental voyage in the *Graf Zeppelin* from Friedrichshaven to Pernambuco early in May to spy out the best route. *The Times* quotes Dr. Eckener further:

"The question of speed is paramount. Obviously, steamship time must be bettered, and in that connection a comparison of the best record made by the Zeppelin with the best steamship record is interesting. The *Graf* on its second trip crossed in ninety-three and a fraction hours and returned in a little more than fifty-five hours, the latter being the fastest time for the trip. The *Europa* last week crossed in 4 days 17 hours and 6 minutes—or a little more than 113 hours.

"A schedule with such a speed would give the airliner great advantages over even the fastest surface vessels and make it possible to charge rates measurably higher than steamship rates.

"The *Graf Zeppelin* is an experimental airship and is neither large enough nor fast enough for such a service. We should have ships twice the size of our present one and able to maintain a cruising speed of eighty or ninety or more miles an hour. We would start our trips from Seville, where our passengers and mails, coming perhaps by plane from all parts of Europe, would be put aboard.

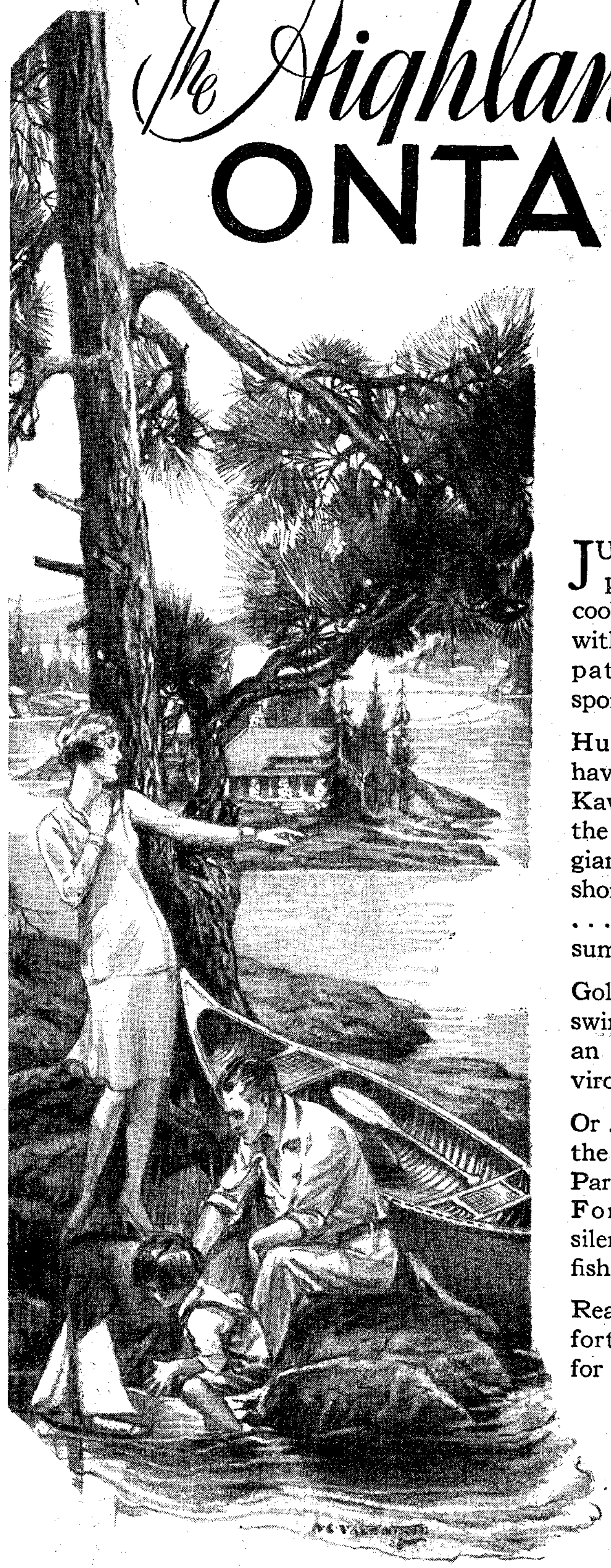
"Our port here must be south of the line of weather influence, which has its center over the Great Lakes and the St. Lawrence Valley, and so it is not advisable for us to consider New York. Baltimore in some respects is ideal. The weather there is generally better than further north, for it escapes many of the storms sweeping across the States from the Middle West and gradually moving northward. It is a railroad center and offers easy access to the West and South by air as well as by rail."

With airships which, his engineers tell him, can be built to make a speed of close to 100 miles an hour, there is no reason, in Dr. Eckener's opinion, why a transatlantic schedule calling for two, or at the most, three days' sailing over the ocean, could not be maintained. He continues:

"The increase in size will be not so much in length as in thickness. We have found that greater efficiency lies in the dirigible whose thickness in respect to length is the greater. We obtain more lift and more speed and greater durability of construction in the short, thick form than in the longer cigar-shaped ships."

While preliminary plans for the American ships call for dirigibles with a gas capacity of 6,500,000 cubic feet, Dr. Eckener has placed the size of the first four for the transoceanic service at 5,100,000 cubic feet, built to use helium gas for lift, and to carry fuel gas for the engines instead of oil or gasoline.

Each ship will be powered with eight engines, either housed in the hull, with propellers extending on shafts through the envelop and geared to a universal joint for the purpose of changing the plane in which they are operated or mounted tandem in four gondolas actuating both propeller and tractor type air screws.



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The Highlands of ONTARIO

JUST over night from peopled places lies this cool forest playground . . . with silver lakes, shady by-paths, fragrant air and sport for all.

Hundreds of welcoming havens . . . at Muskoka, Kawartha, Lake of Bays, the 30,000 Islands of Georgian Bay or the beautiful shores of blue Lake Huron . . . offer infinite variety in summertime pleasures.

Golf and tennis, fishing, swimming and canoeing in an ideal breeze-swept environment.

Or . . . paddle and camp in the solitudes of Algonquin Park, Timagami or Nipigon Forest Reserves where silence reigns and game fish leap.

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LOS ANGELES 607 So. Grand Ave.
MINNEAPOLIS 518 Second Ave. So.
NEW YORK 505 Fifth Ave.
PHILADELPHIA 1422 Chestnut St.
PITTSBURGH 355 Fifth Ave.
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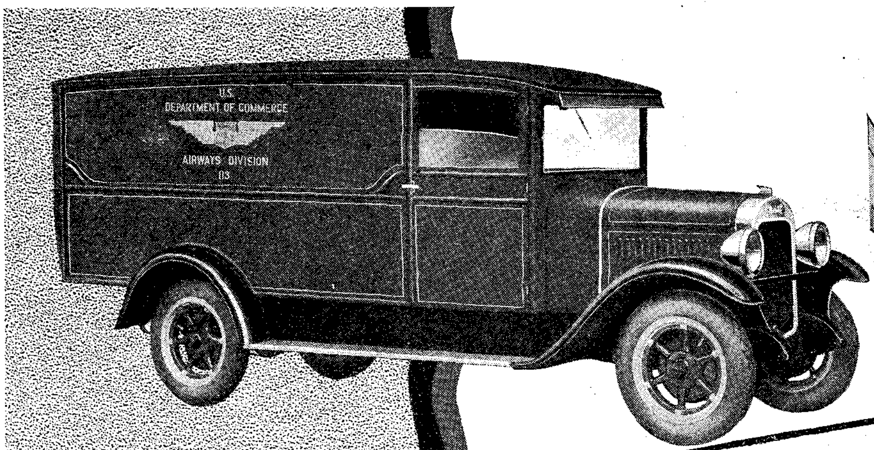

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The greatest dollar for dollar value ever offered in truckdom. A new Stewart 1 ton truck embodying a long list of mechanical features formerly found only on the finest trucks at a price that smashes all precedent.

The new Stewart 1 tonner is not a one year truck. The same quality that has long marked Stewarts as "America's Greatest Truck Value" is embodied in this model. From radiator to tail light an honestly rated truck built by exclusive truck makers entirely of truck parts.

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2½	ton	6 Cylinder.	1990

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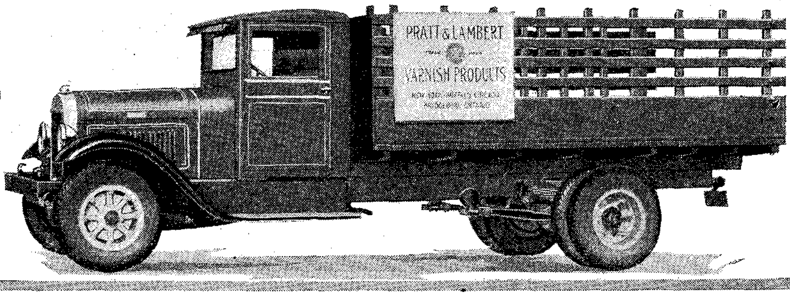


Stewart Trucks have won—By costing less to run

PERSONAL • GLIMPSES

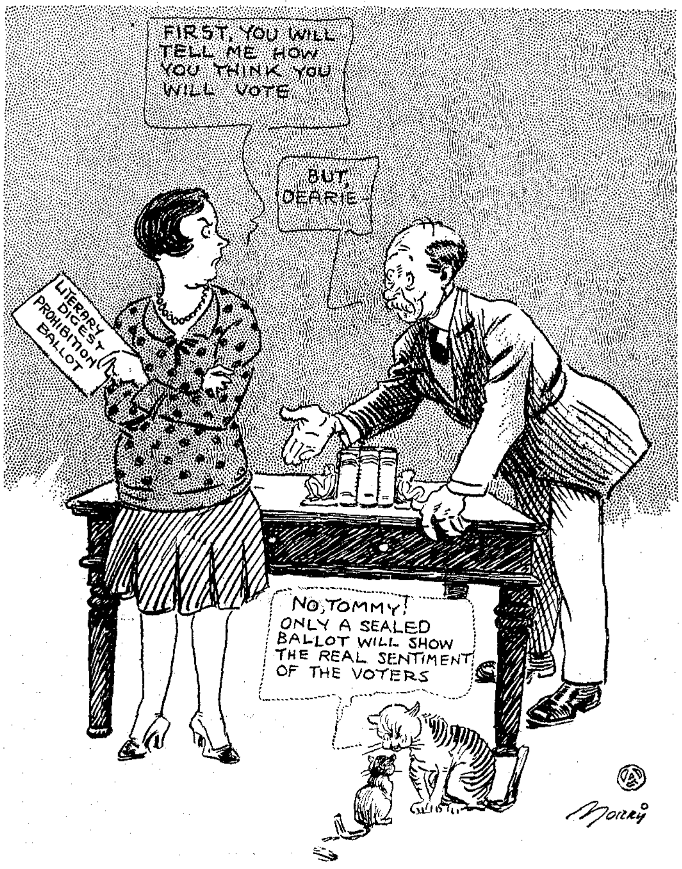
THE BATTLE OF OPINIONS OVER THE DRY-WET POLL

IT RAGES IN THE PRESS, the pulpit, and the market-place; here and there it rages in the home.

Two crosses were marked on a ballot that arrived last week, enclosed in an envelop with a rueful little letter. One cross was in the square opposite the first question, concerning strict enforcement. Alongside the square was scribbled "wife," with an arrow pointing at the fatal cross. The second cross was in the third square, for repeal, and against it was scribbled "husband," with another arrow.

The rueful letter ran:

"Enclosed please find our ballot. It just shows you how we stand, and altho I know it will be thrown out, we didn't want this poll to get by without our vote. "Wet and Dry."


FIRST, YOU WILL TELL ME HOW YOU THINK YOU WILL VOTE
BUT, DEARIE—
LITERARY DIGEST PROHIBITION BALLOT
NO, TOMMY! ONLY A SEALED BALLOT WILL SHOW THE REAL SENTIMENT OF THE VOTERS
Morris

Copyright, 1930, by the George Matthew Adams Service

MR. AND MRS. RECEIVE A LITERARY DIGEST BALLOT

—Morris for the George Matthew Adams Service.

So much for the lighter side of the battle—and it may be added that the prodigious task of running THE DIGEST'S 20,000,000-ballot Prohibition poll would be brightened considerably if more of the commentators showed the gay good humor of Mr. and Mrs. "Wet and Dry."

That the poll is "the absorbing topic of conversation everywhere" is proclaimed by that influential Southern organ, the Birmingham *Age-Herald*, in a thoughtful and temperate editorial which examines the subject from all sides. Straw votes on Prohibition, it notes, "are the rage in many circles from the great LITERARY DIGEST ballot, including 20,000,000 voters, to *The Harvard Crimson's* census of 21,000 college men and women. And the people are interested in the results of these tentative, unofficial compilations of public sentiment on the liquor question." And the editorial runs on:

It is too early yet to draw any conclusions as to what is the real sentiment of the country, but proof is sufficiently definite already along some lines for one to reach with a fair degree of certainty several specific conclusions on collateral phases of the question.

For instance, we know now, if we doubted it before, that the Prohibition question holds the center of the stage in public interest. The public is eager to know the result of the unofficial canvass of THE LITERARY DIGEST from week to week. There seems a vast deal more interest in what the United States is going to do with its "great experiment, noble in purpose," than at any time since the Eighteenth Amendment became a part of the organic law.

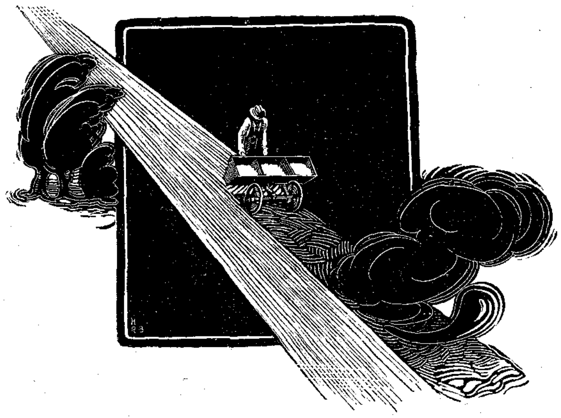
The dynamic, trouble-making question seems never to have been so live before as it is to-day. Every person seems to have his own opinion about what is likely to happen in the next decade, ranging from free predictions of civil war to forecasts, equally sincere, and with probably equally sound basis, that enforcement conditions will improve steadily from year to year until at last the whole country will be bone-dry, and like it.

Opinions as to the ultimate outcome vary as widely as opinions as to progress already made and the net result of a decade of Prohibition. Thousands are convinced that it is a

JUST A FEW OF THE OWNERS OF THE HUNDREDS OF FLYING FINGERS THROUGH WHICH THE BALLOTS PASS

A corner of one of THE DIGEST'S mailing-rooms. Skilled workers, recently filmed for the Fox Movietone, are sorting the poll votes according to States. The ballots are then subdivided according to the three ballot questions and enumerated by tabulators on a battery of Burroughs adding-machines (at the reader's right), after which the results are double checked by inspectors and rushed to the DIGEST editorial rooms.

For the ROAD



that won't stay where it belongs

. . . . any of those restless roads that get through windows and doors and spread all over the house . . . .

The dust you find so annoying around your home gets its start on a road that traffic is grinding to powder.

Even the air stirred by passing cars makes such a road a good deal more of a nuisance than a means of transportation. You clean dust out of your car, your home, your clothes. Your tax money melts away as you pay for capturing a few loose particles or holding them down temporarily by sprinkling.

The task is endless and a source of constant expense. And the dust just keeps on blowing around.

Yet it's very simple and inexpensive to get rid of this dust nuisance **entirely.** Calcium Chloride applied on gravel and dirt roads, right where the dust begins, prevents dust permanently.

Calcium Chloride **binds** the surface. Keeps the road where it belongs and makes it a better road. And Calcium Chloride is **clean.**

Its use means cleaner cars, cleaner homes, and a more beautiful and healthful locality....Urge your local officials to keep **your** roads and streets dustless with Flake Calcium Chloride. We'll help you and furnish full information.

Booklet 1Y gives details for highway use. Special Folder 1A tells how **you** can test this remarkable method on your tennis court or driveway. Write today.

Highway Commissioners, Mayors, Street Commissioners—all individuals and organizations interested in civic improvement will appreciate the information we have compiled regarding the advantages of Flake Calcium Chloride for preventing dust. Write to any of the listed companies for Booklet 1Y.

FLAKE
CALCIUM CHLORIDE
CONTROLS DUST

CALCIUM CHLORIDE PUBLICITY COMMITTEE

SOLVAY SALES CORPORATION, 40 Rector Street, New York
THE DOW CHEMICAL COMPANY, Midland, Michigan
THE COLUMBIA PRODUCTS COMPANY, Barberton, Ohio

You need gangway treatment . . .

Are you off your golf? Are you truculent at the Bridge Table? Not to say over the breakfast? Are you sunk at the thought of listening to Harry's best story for the sixteenth tedious time? Don't worry. It's all symptomatic . . . You need Gangway Treatment . . . So drag yourself off that downy divan and take the first brave step . . . Walk, run, write or 'phone the nearest Cunard Agent or office and get the "dope" on the largest cabin fleet afloat or if you wish to be still more economical look up Cunard Tourist Third Cabin.

Before you know it you'll be having your morning bouillon or practising your pet swing on the broad clear decks of a Cunarder.

RATES

CABIN	$135 up
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Join the Cunard Travel Club!
Write for folder outlining important advantages.

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PERSONAL GLIMPSES
Continued

marvelous success; thousands of others are as thoroughly and sincerely convinced that it is the greatest failure since the flood.

All of this leads one to the conclusion that the country as a whole does not regard the liquor problem as solved.

Abbreviating somewhat *The Age-Herald's* conscientious statement of the situation, we quote further:

> It is well to know what the calm, unemotional thinking of the country is on this subject. THE LITERARY DIGEST is known for the thoroughness of its straw votes and for their remarkable accuracy.
>
> The final result is of the most intense interest, because the country, as a whole, believes that the poll is being fairly conducted.
>
> It is different from an election, and in some respects, superior to legal balloting, because it is not clouded by extraneous issues. The political fates of divers personalities do not hang upon its result.
>
> It has its faults, of course. Some complain that there is no provision under which they may vote their real sentiments, tho this seems rather captious criticism.
>
> Surely under one of the three heads provided on the ballot every American citizen finds the proper caption under which to record his sentiment. The man who votes for enforcement, or bone-dry, does not necessarily mean that he favors every phase of present enforcement methods; the man who votes for modification of the Volstead Law does not necessarily mean that he favors any specific plan of modification; the man who votes for repeal of the Eighteenth Amendment does not mean that he favors the unrestricted and unregulated sale of liquor.

Referring to a complaint that the poll does not really reach the rural vote, the editorial allows that the vast majority of the 20,000,000 ballots do not go to farmers; "nevertheless, it is a fact that the small town and village are rural in sentiment, and it is probable that the method followed gives ample weight in the balloting to rural sentiment." Reading on:

> The quadrennial success of the poll of this magazine in measuring sentiment of the country is the best answer as to whether or not it takes into consideration in proper proportion the various classes and groups that make up the country's mass opinion.
>
> It may well be that politicians, eager to know what the country is thinking, will be materially influenced in future actions by the result of the straw vote.
>
> One thing is certain, the fanatics—and there are plenty of fanatics on both sides, wet and dry—on the losing side will never accept the result. However, one can not convince a fanatic, anyhow, and the vast majority of the 120,000,000 persons who make up the population of America are not fanatics and little interested in fanatics, except temporarily.

In obedience to THE DIGEST's well-known policy of giving all sides of every question, we now turn to some of the vigorous attacks that have been made upon the poll by earnest drys. It will appear later that it has also been attacked by wets, but not

Caribbean Leisure Lands

Refreshingly "different", these Caribbean leisure lands . . . Cuba, Jamaica, Panama Canal Zone, Costa Rica, Colombia, Guatemala, Honduras . . . Sailings from New York twice, New Orleans three times, weekly. Cruises 9 to 24 days. All expenses included. Full information—

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GREAT WHITE FLEET

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so radically. "Treasonable" and "disloyal" are among the adjectives used by the more extreme of our dry critics. According to the Milwaukee *Journal:*

The LITERARY DIGEST poll on Prohibition sentiment is unfair, appears to be a clever bit of wet strategy, and is "illegitimate from the Christian point of view," in the opinion of Dr. E. Lee Roy Dakin, pastor of the First Baptist Church, who gave his views in a sermon Sunday night, in which he urged his church members to refrain from voting in the magazine referendum.

"The whole purpose behind this poll is unpatriotic and disloyal," Dr. Dakin said. "It is as evident as the nose on your face that those sponsoring the poll are opposed to Prohibition. If it is a publicity stunt on the part of the magazine, it is a good one, but it is going to cost about half a million dollars, and I strongly suspect that it has other financial backing than that of THE DIGEST."

Dr. Dakin characterized the DIGEST poll as "a new step in a persistent program of the wets to discredit Prohibition and to undermine the Eighteenth Amendment."

"By means of this unofficial referendum," he said, "the wets hope to impress the community as a whole with the idea that Prohibition is becoming unpopular, and that, if a general referendum were held its friends would be found in the minority. If such an impression can be broadcast, they feel Congress, which has become drier with each Prohibition year, may be led to yield ground to those in favor of modification and repeal."

On which *The Journal* comments editorially in the same issue:

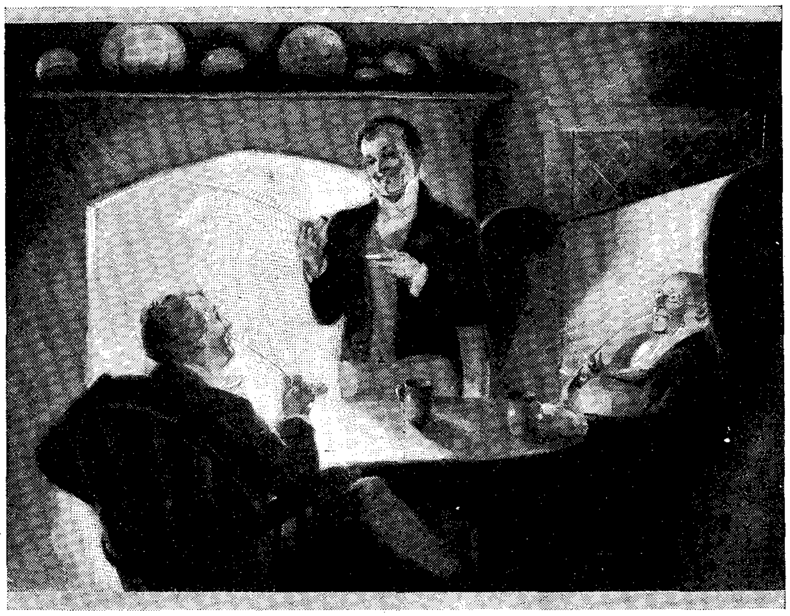
Reasonable drys, who believe in democracy as well as in Prohibition, will no doubt be more unpleasantly astonished at the Sunday sermon of the Rev. Dr. E. Leroy Dakin, pastor of Milwaukee's First Baptist Church, than the wets. Its extravagant reference to THE LITERARY DIGEST Prohibition poll as "unpatriotic and disloyal" and as "illegitimate from the Christian point of view" is so extreme that wets will dismiss it without further thought. Sincere drys, however, will be unable so easily to escape its consequences. Its tone of intolerance must make such drys squirm a bit.

So far as we know there is no slightest proof of Dr. Dakin's contention that wet money is paying for this poll, and the doctor himself offered none. He imputed motives without substantiating them. He said, in effect, that THE DIGEST was setting out to show this country wet, a thing he does not believe it is, poll or no poll. He inferred that the very act of seeking to determine thus unofficially the sentiment of the American people, or a part of them, on the wet-and-dry question is in and of itself a treasonable and unchristian act.

Reasonable drys will not follow him so far. Whether the poll is being taken under wet, dry or neutral auspices really makes no difference so long as it is being honestly taken. Dr. Dakin will have a hard time convincing Americans that Prohibition is the law of God, or that any poll, however much he may personally suspect its machinery, is a treasonable activity.

Another vigorous critic of the poll is *The Christian Advocate* of Cincinnati, which avows that "many people" are asking

Then . . it was a long stemmed clay for coolness



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PERSONAL GLIMPSES

Continued

pointed questions about the Digest enterprise. For instance:

> (6) Who pays the cost of the campaign?
> —The brewers?
> —The distillers?
> —The wine growers of Europe?
> —General Motors? Du Pont?

Further on this commentator adds:

> We are of the opinion they should be asked. Thousands of people consider The Literary Digest a national authority, whose lead on public topics is to be followed as tho divinely inspired. Doubtless the leaders of this campaign have thought all-round questions related to the trustworthiness of this poll. We want to do a little thinking ourselves—not for their benefit, but for our own readers, many of whom read The Digest.

Happily such comments are exceptional, and we quote these samples in a friendly spirit, conscious of the fact that the poll has generated here and there an amount of temporary heat approximating that of a keenly fought national election. While The Digest does not feel the need of any defense against these controversial thrusts, we appreciate the fact that many disinterested editorial champions have taken up the cudgels for us. For instance, the Richmond *News-Leader* says:

> It is poor policy and poor sportsmanship to say that The Digest is sympathetic with the wets, when the truth is that not only its poll but its weekly summaries of the news would lose their prestige were the paper to depart for an instant from its non-partizan policy. The editors of The Digest are honorable men: If they were not, they still would not be fools enough to dope the figures.

Some of our defenders quote the words uttered by William Jennings Bryan when The Digest was similarly attacked during its smaller Prohibition poll in 1922. Said Mr. Bryan, "The poll which The Literary Digest is making is not only entirely legitimate and fairly conducted, but it is a rare illustration of journalistic enterprise."

In a similar spirit the Hartford *Courant* says of the present enterprise:

> The poll of The Literary Digest is an honest and sincere attempt to ascertain the present state of public opinion. If it be true, as has been repeatedly declared, that Prohibition is the dominant sentiment, we should suppose that Prohibitionists would welcome this and every other opportunity to prove their strength. A dog-in-the-manger attitude is not in the least helpful to their cause. They may be reasonably certain that other votes taken directly at the ballot-box will follow this unofficial referendum. The people are thoroughly aroused, and they will be heard. They will ultimately get the solution they want.

A military point of view on the poll is furnished in a letter to The Digest from Gen. John Hartnett, National Commander

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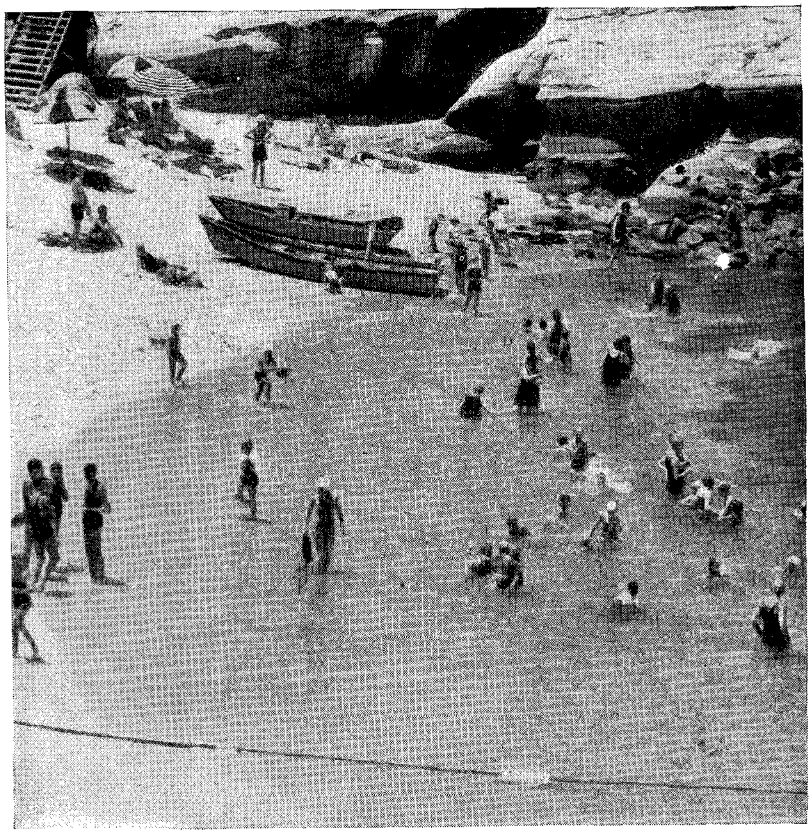
of the Army and Navy Union, U. S. A. Writing from the headquarters of the Union's National Corps, in Washington, the General says:

> Should you care to do so you may add about seventy-five thousand votes for repeal of the Prohibition Amendment. The Army and Navy Union, U. S. A., at its last National Convention in Washington, D. C., September, 1929, unanimously endorsed a resolution calling for a referendum on this vexed question.
>
> We take the stand that the Amendment is first of all unnatural, illogical, offensive, and derogatory to morality. It is distinctly class-legislation, working no hardship upon the well-to-do, while penalizing the middle and working classes. In causing all social strata to break the law, it is inculcating a universal disobedience to law in general. It is a Puritanical imposition of the will of the few, upon the lives of many.
>
> Had not an occasional shot of rum supported us through the severe winter in France of 1917 on the Belgium front, and heartened us many a time before zero weather, the proponents of Prohibition would possibly have more serious problems and work at the present time.
>
> Ask Floyd Gibbons. The soldier knows.
>
> John Hartnett,
> National Commander,
> Army and Navy Union, U. S. A.

And now for a dry letter, to balance the gallant General's wetness. Here is one from Mr. C. E. Bratten, of Dayton, Ohio, who writes:

> I have no sympathy with much of the criticism that I hear regarding your poll on the liquor question. I think that you are too shrewd to let any thing unfair creep into the detail of handling this poll, even tho it may be true that your office and clerical force may be overwhelmingly wet, as is most of the population of your city.
>
> However, I do believe that you folks and those in sympathy with the repeal idea are in for a big surprize if the proportions go on as they are going now, and you judge that this country is overwhelmingly wet and ready to repeal or modify the law.
>
> I think you have given the anti-dry side two counts to every one for the dry. People here are counting all those who vote for the modification as well as the ones for repeal as opposed to the dry side. This is not true. Influenced by the noisy wet press and the facts regarding wide-spread lawlessness, many very dry people are just wondering whether or not it might not be well to see if there is not some changes that could be made in the present laws that would improve conditions and make for less drinking.
>
> Very many of them feel this way. They are not wets in any sense. The wets want more liquor and want it cheaper and easier to get. These that I refer to will not accept any proposal, so far put up by the wets. They will go on with the dry forces, voting for and electing dry Congresses as they have in the past.
>
> I believe the Congress to be elected next fall will be drier than any of its predecessors. Then how about "The Literary Digest Poll" being a "true forecaster of the next election" as it has been in former contests? You started out with the wrong assumption.
>
> The main contention of the out and out wets is that they are violating the law, therefor it should be repealed. They will



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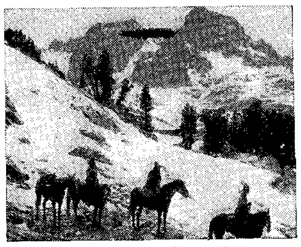

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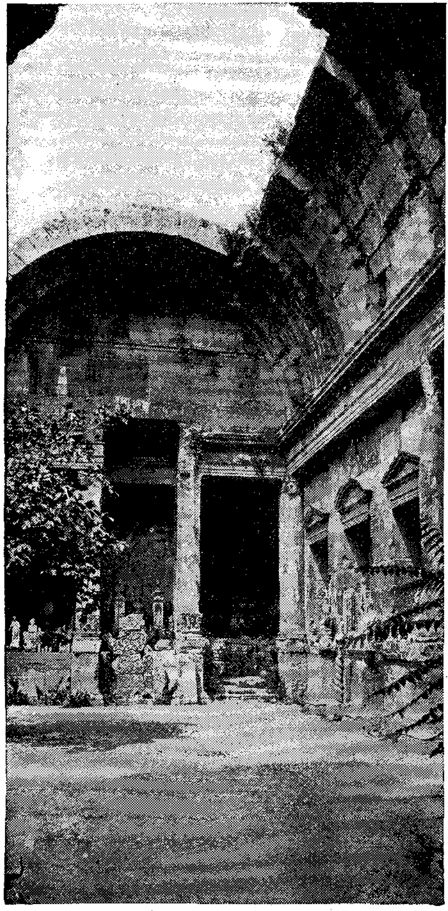

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PERSONAL GLIMPSES

Continued

have to bring up stronger argument than that or better plans than the Canadian, before we will go with them for any changes in the law as it is.

We mentioned in a previous issue that THE DIGEST'S enormous daily mail was piling up a notable mass of American opinion on Prohibition, in the form of letters. One is struck by the earnestness and sincerity of the writers on both sides of the question, with the amount of careful thought they have given to it—and with the fact that the views of honest drys and wets are poles apart. We now quote a wet letter:

J. F. O. RELLER
Notary Public
Real Estate
Insurance
3531 North Broadway, St. Louis, Mo.

Gentlemen:

Not having received a ballot, I take this opportunity to voice my opinion on the Eighteenth Amendment.

I have almost entirely abstained from the use of intoxicating liquors, have always favored temperance, and would welcome a sane regulatory law, but have never favored Prohibition. Prohibition has resulted in a wide-spread contempt for law and order, increased crime, and filled our penal institutions to overflowing.

The repeal of the Eighteenth Amendment should not be construed as weakness and inability on part of our Government, but as a recognition of the fact that this law is not sound, and that better measures can be devised to bring about a happy solution.

I am an officer of one of the largest Protestant churches in the city, hold other positions of honor, have in mind the best interests of the community, and have a host of friends who feel as I do on the subject of Prohibition.

Yours,
J. F. O. RELLER.

I favor the repeal of the Eighteenth Amendment.

Next comes a letter from a doctor, whose attitude is so transparently impartial that one hesitates to call him either a dry or a wet. But he thinks the whole problem out in a methodical way and shows us the working of his mind like a veritable Hamlet, and it is possible that both drys and wets may discern some grains of wisdom in his soliloquy. The writer is Dr. Henry Duncan, of Marietta, Minnesota. Here is his letter:

EDITOR LITERARY DIGEST:

The way your Prohibition Questionnaire is put I have only one answer to give: make a cross after question 3. However, I am not satisfied.

Personally I am not completely dry. But if every one used alcohol like myself, sporadically and only for fun, there never would have been a saloon, never an Eighteenth Amendment. There are millions of Americans like myself.

Our small village in Minnesota was drier than it is now, long before the Eighteenth Amendment. "Non-abstainers" like myself

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voted out the saloon as a public nuisance. If the amendment is repealed, the village will be as temperate, or more so, than it is now.

People fall in one of three classes: Class 1: Millions of Americans either do not use alcohol, or do so so infrequently that the law does not affect them.

Class 2: A smaller number of millions like alcohol, but are temperate in its use. If the Eighteenth Amendment was made for them, it is a mistake.

Class 3: A minority insist on drinking hard liquor, often to excess. They are a danger to themselves, and a greater danger to others. They are much more of a danger to others than years ago, because of complicated machinery on farms and in factories; and, especially, automobiles and airplanes.

Manifestly, argues Dr. Duncan, the Eighteenth Amendment is to control class 3, which "has not been controlled or diminished in number to date. If anything, it may be larger." Reading on:

The question is: can the amendment be enforced against class 3? The results of trying to enforce it to date are discouraging. Why? In the main, because public opinion is not behind the law. Not only is class 3 active in opposition; far more to the point, class 2 which includes millions of good citizens believe, justly perhaps, that the law infringes against their personal liberty and habits: moreover many in class 1 think the same as all do in classes 2 and 3.

When the LITERARY DIGEST ballot arrived, my inclination was to place a cross after question 1. But one had to think: something that had never seemed to be necessary before because there was a law.

After careful thinking I am in favor of the repeal of the Eighteenth Amendment for the following reasons: (1) After ten years of enforcing, it has failed to control or stop the using of alcohol by those at whom the law was primarily aimed. (2) The law has unjustly interfered with the desires and habits of millions who use alcohol in a temperate way.

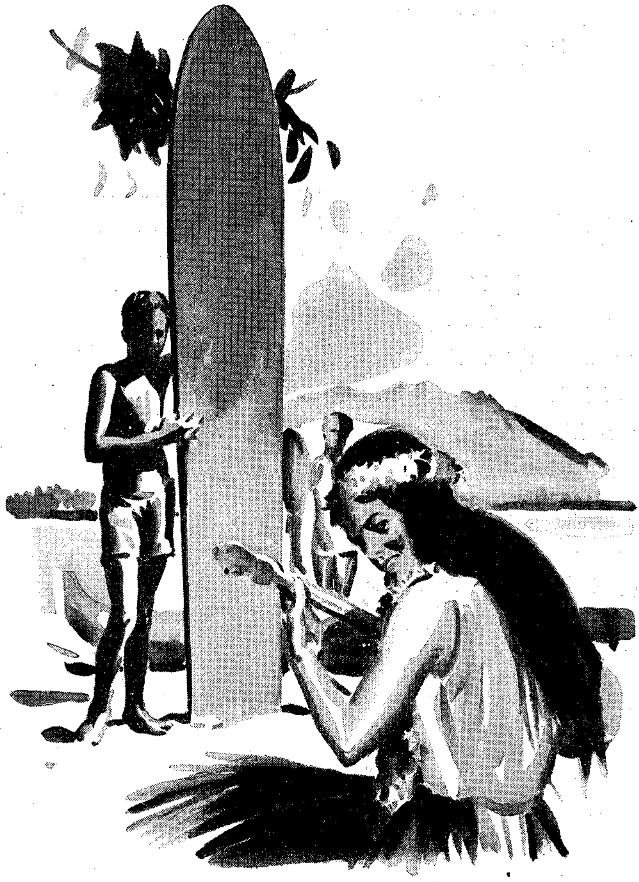
It can be taken for granted: if the amendment is repealed, few wish or expect to see the saloon. The aim of laws regulating the sale and use of alcohol (it is apparent there must be regulation of some kind on account of class 3) should be to allow those who are temperate to obtain light drinks and spirits legally, and at the same time to prevent its overuse by the small minority who have to be controlled as much as is humanly possible.

It will be a mistake, in case of repeal, to permit the sale of intoxicants, including light wines and beer, by any private individual, either by the drink or package. The dispensing of alcohol should be under government control and supervision. There should be a profit to the Government.

In case of repeal, will public opinion, meaning classes 1 and 2, swing to the support of laws controlling the sale and use of alcohol? If it does not, then, some day, national Prohibition, ruthlessly enforced, will come again, even to the point of war if needed; because, after all, alcohol is more a drug than a food.

HENRY DUNCAN, M.D.

A number of our correspondents, both dry and wet, criticize the form of the questions on the ballot, and propose solutions of the liquor problem which would call for other forms of interrogation. Here is a



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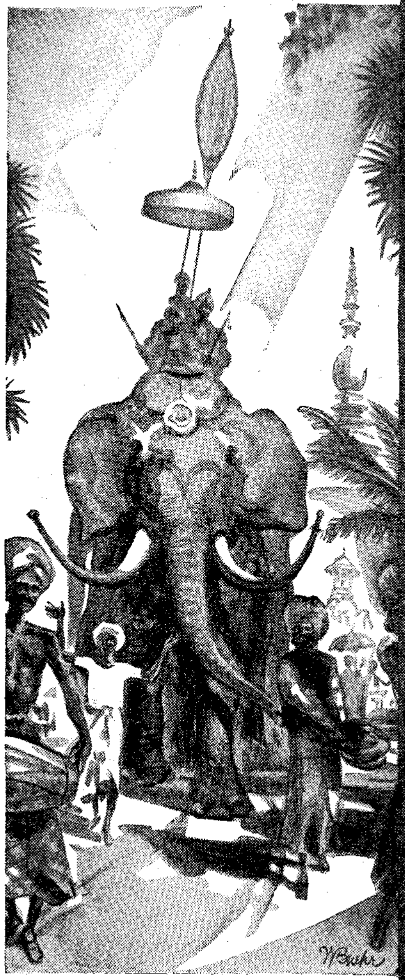

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PERSONAL GLIMPSES
Continued

thoughtful letter of that kind from Henry A. Drumm, of Boulder, Colorado. Mr. Drumm writes:

> Until reading your questions I was very hopeful that your coming referendum upon the Prohibition question would point the way very forcefully to the peaceful adjustment and removal of what seems a national calamity.
>
> I may be mistaken in my view, but they seem to avoid the very crux of the situation, and to leave no room for the people to express their opinion and desires as to what method should be adopted to bring about an amicable settlement.
>
> True, your inquiries, perhaps, are intended to go no further than to ascertain what they, the people, think of enforcement, the Volstead Law and the Eighteenth Amendment. But these are things well understood, and if they go no further the result will likely not be satisfying, because it will suggest no remedy, and perhaps add confusion as to public sentiment. These are the subjects of contention—from the one side or the other — and what the people want is a cure and a chance to apply it, else conditions must remain *in statu quo*.
>
> Many Prohibitionists, disappointed in the working of the law, are willing to vote for liberalization, but are fearful of the return of the saloon. If no well-regulated method of handling liquor is proposed, the cry of "nullification" and the "saloon" is likely to hold them in line for enforcement.
>
> The same may be true of a considerable percentage of moderate users of liquor, who, being opposed to the saloon and fearing a sort of chaotic condition from modification or repeal, might not vote at all.
>
> I do so much wish you had asked a further question: Do you favor the manufacture, distribution, and well-regulated sale of liquor in original packages by the national Government?

By way of showing that THE DIGEST receives its share of brickbats from wets as well as drys, we now quote an indignant wet letter. We tell our readers, by the way, more about the brickbats than the bouquets, because the former make livelier reading. Mr. Harold M. Weeks writes from Larchmont, New York:

> May I enter my protest against your practise, as described by Floyd Gibbons, of throwing out ballots which have been marked in more than one square. It is evident that almost any one who does this marks both 2 and 3, the wet questions. I think you were unfair in the first place to split the wet side, and doubly unfair if you throw out ballots which indicate approval of both (meaning either) modification and (or) repeal. If you are really interested in ascertaining and revealing the truth, you ought to save and tabulate separately all the so-called defective ballots.

Mr. Weeks and others may be relieved to hear that we are planning to do exactly what he suggests. And the number marked in 2 and 3, compared with those marked in 1 and 2, may prove vastly enlightening.

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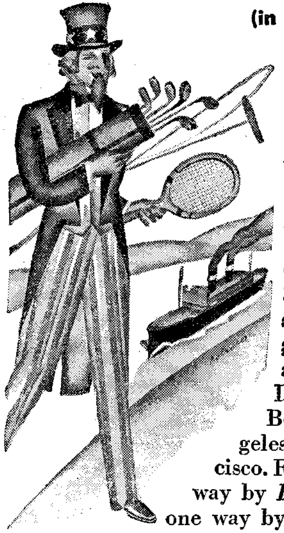

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HOW TWO PRISONERS OF WAR GOT OUT OF GERMANY

FAKING the German identification papers was easy.

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Keeping out of sight of the guards was easy, and so was getting over the wall.

Outside of the prison camp of Schweidnitz, in the west of Germany, free men once more, if they met no ill fortune, stood Captains J. L. Hardy and Willie Loder-Symonds, British Army officers who had been captured by the Germans.

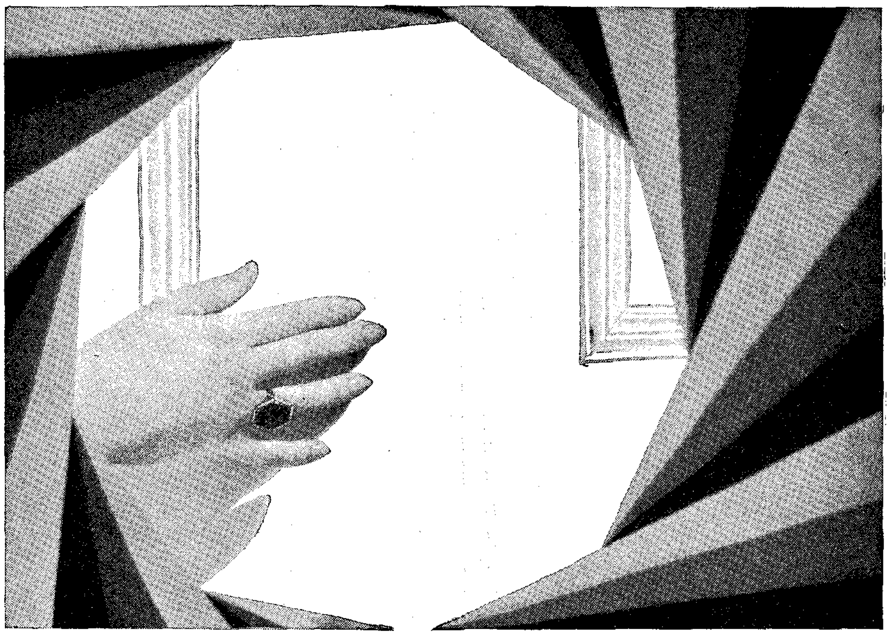
But now, as Captain Hardy tells us in his book, "I Escape!" (Dodd, Mead), there was the equally perilous task of getting clear across Germany and into Holland, by way of Aachen.

And, at the outset of their perilous trek, a minor tragedy befell them. It was the author who spoke:

> "I've done it, old boy; my hat's gone."
>
> There was a short pause in which we stood there thinking, and then he said:
>
> "Well, take mine, and go buy another in the town. I'll wait here for you."
>
> I took it, and he lay down in the long grass where he could not be easily seen, and then, hating tho I did to leave him there with no hat, and no means of accounting for himself should he be challenged, I set off along the canal bank for the town.
>
> I had walked for half an hour and had lost all sense of direction by the time I reached the shopping district, and here I stopt an old woman and asked her if she could direct me to the nearest hat shop. She told me that there was one in the next street, and so delighted was I that I presented her with a cake of soap, and then hurried away without even waiting for her thanks.
>
> I was afraid that I might be asked for a permit, but nothing of the sort was demanded, and I bought a very smart Homburg for eight marks.
>
> I had the greatest difficulty in finding my way back, and was at last obliged to ask a man whether he could direct me to the prisoners' camp, adding that I was the new interpreter. He showed me the way.
>
> Loder rose beaming from the grass. He put on his hat, fixt his spectacles to his satisfaction and we then set off for the station.
>
> We had missed the 9:30 train, but we thought it as well to buy our tickets at once, for they would serve to substantiate our story should we be challenged while waiting for the next. We went together to the booking office and I took my place in the queue, for there were a number of people in the station.

Now came a tense moment, for this was the first test of the forged identification papers. Hardy could speak German well, so he did the talking. Reading on:

> As my turn drew near, I got our traveling permits ready, and when the clerk asked me for our papers, I produced these.
>
> "No," he said, after reading them through, "these are no use. Where are the others?"
>
> I handed him our identity papers, but he still shook his head.
>
> "These won't help you," he said, "they're only permits."
>
> I was utterly flabbergasted, and could not imagine what he wanted.



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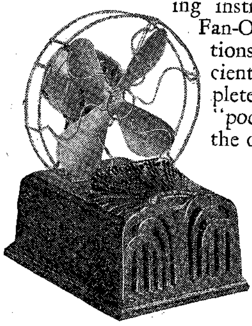

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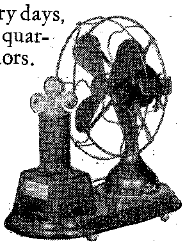

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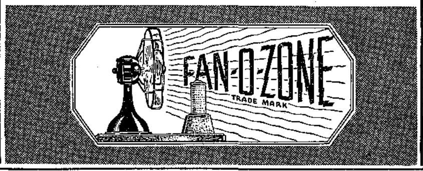

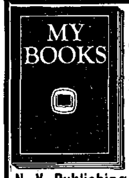

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PERSONAL GLIMPSES
Continued

"What on earth am I to do then?" I asked. "I've simply got to get to Leipzig."

"Well, you'll have to pay the full amount," came the answer.

Oh, what a colossal relief! As if I cared what we paid! He had expected us to have half-fare vouchers, thinking we were munition workers, and all my fears had been unfounded. He handed us our fourth-class tickets to Leipzig as soon as I produced the money, and we walked out of the station with our heads in the clouds.

Another test of the papers came when Loder and Hardy were on the train. The following scene took place much to the amusement of the escaping prisoners:

> We got into a crowded compartment and, sure enough, had not traveled ten miles before the door was slid open, and a man shouted:
>
> "All papers ready, please!"
>
> He produced his own for the purpose of satisfying us that he was an agent of police, and he then stretched out his hand for mine, for I sat next the door. With fear and trembling I reached them out to him, and he turned with them toward the light and started to read. I studied every expression of his face as he did so, and when he began to examine the stamp my heart sank within me.
>
> "Where is your military-free paper?" he asked.
>
> "I haven't got it with me," I replied. "But it's obvious that they would not have issued me a traveling permit if I was liable for service."
>
> "That's so," he said, and, handing my passports back to me, turned to my next-door neighbor.
>
> I looked across at Loder and raised my hand to my face to hide my delighted grins. I was on the *qui vive* in case he, too, should be questioned, and was prepared to interfere at once, but his papers were considered quite satisfactory, and the policeman even remarked that he wished all were as clear and concise as ours!

At last Aachen was reached—the spot where they would cross the border. Here Loder was to take the lead, for he had the better knowledge of the country. Hardy made a little bow to his companion and said, he tells us:

> "There's my part done. The rest is up to you, and I'm only a passenger."
>
> "That's all you need to be," he answered. "This is my show."
>
> He appeared to know the way well, and, tho it was over a year since he had been in Aachen, he remembered the smallest details and was able to tell me exactly what turnings we should pass and which bridges we had to cross. I had no idea where we were going, but followed Loder blindly, for I had the most perfect confidence in his word that he could, and would, fulfil his part of the contract.
>
> We reached a railway cutting which Loder believed to be patroled, and we descended into it with the greatest caution, crossed the lines, and then, having climbed the other bank, ran for some distance. We were circling all the time to the right in an effort to strike a road of which Loder knew, and which would give him his direction,

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and this road we at last found after some time of anxious wandering.

We eventually found ourselves plodding wearily through heavy plowland. At last we saw a small group of houses ahead of us.

A voice called:

"Halt!"

"Don't run! Don't run!" Loder whispered, and we turned to find two soldiers unslinging their rifles. In the dark it was impossible to see their uniforms, and we walked slowly toward them, determined if they were Germans to put them off their guard and then attack them.

Speaking in German, I called out:

"Look here, we are Dutch, and we have crossed into Germany by accident—can you show us our way back?"

There was a pause, and then one of them replied in broken German:

"I don't understand."

Scarcely able to believe our ears, scarcely able to breathe for the hammering of our hearts, we approached still nearer, and suddenly Loder shouted at the top of his voice:

"They're Dutchmen!"

"Dutchmen?" I said stupidly. "But if that's so, we must be in Holland."

"We are, old thing," said he.

And then, in the slowest and most precise German I started to tell them that we were two escaped British officers, and I asked them whether we were far over the frontier. They were all smiles now and told us that we were fifty yards over the border, and, pointing to a light about a hundred yards away, explained that the house from which it shone stood on German soil. Loder was dancing in the road like a crazy creature, and I—well, I just stood there and tried to realize it.

STATEMENT OF THE OWNERSHIP MANAGEMENT, ETC.

Required by the Act of Congress of August 24, 1912, of "THE LITERARY DIGEST"

Published weekly at New York, N. Y.
For April 1, 1930

State of New York } ss.
County of New York }

Before me, a Notary Public in and for the State and county aforesaid, personally appeared Wm. Neisel, who having been duly sworn according to law, deposes and says that he is the Secretary of the Funk & Wagnalls Company, Publishers of THE LITERARY DIGEST, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption required by the Act of August 24, 1912, embodied in Section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Funk & Wagnalls Co., 354 4th Ave., N. Y. City
Editor, Wm. S. Woods, 354 4th Ave., New York City.
Managing Editor, Wm. S. Woods, 354 4th Ave., New York City.
Business Managers, The Board of Directors of Funk & Wagnalls Co., 354 4th Ave., New York City.

2. That the owner is: If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent. or more of total amount of stock. If not owned by a corporation, the name and addresses of the individual owners must be given. If owned by a firm, company or other unincorporated concern, its name and address, as well as those of each individual member must be given.

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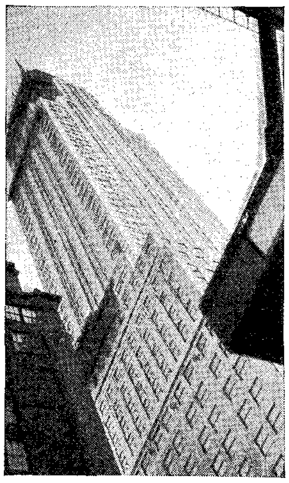
WILLIAM NEISEL, Secretary of FUNK & WAGNALLS COMPANY, Publisher and Owner.

Sworn to and subscribed before me this 1st day of April, 1930
(Seal)
ROLLO CAMPBELL,
Notary Public.
(My commission expires March 30, 1932.)



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INVESTMENTS ▾ AND ▾ FINANCE

WHY ONE BRITON PREFERS AMERICAN STOCKS

COMES a leading British stock broker to advise British investors to sell out their British stocks and put their money into American and Canadian stocks.

And what a stir Mr. Oswald T. Falk makes in London, with indignation reported rife on the Stock Exchange and a British Cabinet Minister rising in Parliament to denounce him and declare that he ought to leave the country! And then a leading English paper takes the pains to answer Mr. Falk. Naturally, this discussion holds interest for investors in both countries.

Oswald Toynbee Falk is head of the London Stock Exchange firm of Buckmaster and Moore. He sends out a letter to his firm's clients which somehow gets into the British papers. After noting that he does not expect everybody to agree with him, he goes on to say in part:

> 1. I believe that the industrial prosperity of England is much more than temporarily depressed, and that we are some way down the road of a long decline, at the end of which we shall find our relative industrial position entirely different from what it was in the nineteenth century.
>
> Schemes of rationalization, wage-reduction, reequipment, or protection might moderate the pace of our decline, but I think it is quite unreasonable to expect that we shall regain our leadership. If we invest well we may maintain our financial prosperity in spite of the decline of our home industries. On the basis of this view I would sell the shares of almost all British industrial companies operating at home, particularly the shares of the older industries. Prosperity depends upon growth.
>
> 2. I believe that the economic, political, and climatic advantages of the United States and Canada during the next few decades will be so overwhelmingly great that these countries offer the most attractive field for investment. There is room for immense expansion, and desire for it. Wealth is the main objective, the pace will be hot, and the profit high. On the basis of this view I would invest a very large proportion of any fund in American and Canadian securities.
>
> 3. I think the rate of interest in America and Canada will be low, just as the rate in England was low in the nineteenth century, in spite of our rapid development and our heavy foreign lending.
>
> But I also believe that the American and Canadian preference for equities will last, and that the stock-market crash of last year has done little or nothing to modify it. Therefore I believe that the low rate of interest will find expression in high prices for common stocks rather than in high prices for bonds. On the basis of this view I would buy American and Canadian common stocks rather than bonds.
>
> 4. I believe that the American dislike of bonds will be particularly strong in the case of foreign bonds, and I see no hope for a revival of the foreign-bond market in New York during the next few years. On the basis of this view I would sell the government and other bonds of almost all the financially weaker countries of the world.
>
> 5. I think it is quite wrong to believe that the currency chaos of the last ten years will now be replaced by a long period of calm stability. On the basis of this view I would invest a large part of any fund in the strongest currency in the world, the American dollar.

At the close of a debate on unemployment in the House of Commons, Mr. J. H. Thomas, Deputy Leader of the House, declared that any persons who would suggest that the country was "down and out" with "no hope of recovery" ought "to leave the country, because the country would be better without them." And the Manchester *Guardian* in a long editorial tells this "lugubrious prophet" he is all wrong:

> Mr. Falk is an incurable romantic. The resonant language of transatlantic company reports has mingled, maybe, with memories of Walt Whitman's poems to produce in his mind a high degree of exaltation. He seeks somewhere on this earth a promised land, and he finds it in America, a land fairly bursting with silk and money.
>
> His meditations having persuaded him that Great Britain can not continue to show record scores in the turnover of payments for exports and imports, he finds no spice left in life among such failures.
>
> Mr. Falk is a fatalist, and seeing Britain's relative scores in the international trade match declining he takes this piously for a decree of destiny, and transfers his devotion to a more promising favorite.

In the long run, Mr. Falk's letter could do no harm, continues *The Guardian*, altho it thinks that in a short run such "panic-mongering" can mislead ignorant and irresponsible people. Mr. Falk is informed that he may be mistaken when he assumes that only in the "blessed land" of America "are social problems, which are one sign of vitality and growth, to become less and less acute, but at the same time business push and go are to acquire even greater momentum—"

> There are vast territories in Europe capable of development—in Jugo-Slavia, Roumania, and, most of all, in Russia. Outside of Europe lie Japan and awakening India, Africa, and China. And if Mr. Falk is afraid of these countries on political grounds, we wonder why he should assume that America, with her millions of Negroes and half-castes, should be permanently more stable than European countries with an ingrained political culture centuries old.
>
> Britain, France, Germany, and Italy are just emerging from the most fearful ordeal ever faced by organized States, and Mr. Falk does not seem to have noticed any change since 1919, when all those countries were on the edge of anarchy. He has eyes only for America, which obtained, during the war, an advantage quite as momentary and transitory as any enjoyed by Britain in the nineteenth century.

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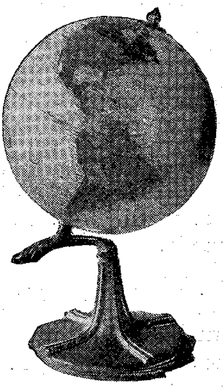

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INVESTMENTS AND FINANCE
Continued

FAMILY CONTROL IN BIG CORPORATIONS

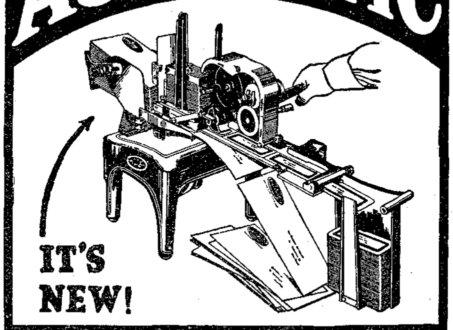
FAMILY ownership still prevails in "at least six nationally known corporations," despite the "scattering" trend in the ownership of modern big business.

"Notwithstanding the wide-spread public participation in profits of American industries through stock ownership, which has been especially pronounced in recent years," writes Michael J. Saada in the financial section of the New York *Evening Post*, these corporations "continue to be dominated by the families of their original organizers or their associates in business."

"Until a few years ago there were dozens of large companies in this category, many of which were found in the chain-store field," we are told. But—

> With the advent of big business in the last five or ten years, and the need for additional capital to be used for expansion purposes—the general public was given an opportunity to share in the prosperity of the business.
>
> Among the large nationally known "family-controlled" enterprises of the present day are found the Gulf Oil Corporation and Aluminum Company of America, both of which are controlled by Mellon interests; Ford Motor Company, which continues to be dominated by Henry Ford and his associates; Jones and Laughlin Steel Corporation, which has remained in the families of B. F. Jones and C. M. Laughlin; Great Atlantic and Pacific Tea Company, which is prominently identified with the Hartford interests, and the Singer Manufacturing Company.
>
> Total resources of these six companies approximate $2,200,000,000, of which the Ford organization has about $700,000,000, according to the last balance sheet. Gulf Oil is second with $687,000,000, followed by Jones and Laughlin with $222,000,000, Aluminum Company with $220,000,000, according to its statement of December 31, 1928; Singer Manufacturing with $183,000,000, and Great Atlantic and Pacific with $133,000,000, based on figures issued February 28, 1929. Many more companies might be included in the list of privately controlled enterprises.

"Each of the six corporations represents an important unit in its respective industry," Mr. Saada continues. The Ford organization "was responsible for last year for the manufacture of approximately one-third of the automobiles produced in this country for domestic and export purposes." The Gulf Oil Corporation is "one of the two largest oil companies in America outside of the 'Standard Oil' group." The Aluminum Company of America "is the largest producer of aluminum in the United States," and the Jones and Laughlin Steel Corporation "is tied for fourth place among the largest domestic steel companies." The Great Atlantic and Pacific Tea Company "is the largest of its kind in the world, while the Singer Manufacturing Company also is international in scope."



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SAVINGS INCREASING AGAIN

BECAUSE of the withdrawal of funds for use in speculation, at least so bankers were convinced, in 1929 deposits in savings-banks for the first time in many years showed a decrease instead of an increase.

But now there is a conviction that the tide has turned in the other direction, and that the steady increase in savings deposits has been resumed. This is based on incomplete figures given out in New York, showing a definite upward trend beginning in January and continuing through February and March. For instance, President John J. Pulleyn of the Emigrant Industrial Savings Bank is quoted in several New York papers as calling attention to the recovery. While deposits are still below normal, he says that the first half of March shows after increases in the two preceding months "a continued proportional increase that is not entirely seasonal."

The intention of losers in the stock-market collapse "to recoup their losses by increased economies" seems visible enough in these figures to *The American Banker*. The New York *Herald Tribune* makes this editorial comment:

> The return of the savings-banks' customers to their former thrifty ways is one of the most hopeful signs of the times. In the first place, it is evidence of a return to a saner sense of values on the part of the investment public; in the second place, it means that the depleted reserves of an important capital reservoir are again being rebuilt, with the possibilities that this holds particularly for stimulation of that basic and currently badly depress industry, building.

Attention is called by the New York *Times* to figures compiled by the New York Federal Reserve Bank, including deposits in thirty representative savings-banks in the New York district, which show that, "while the volume of savings-deposits is still below the levels which would have been reached had the pace of recent years continued without interruption, it has already surpassed the levels which obtained before the stock-market crisis, and appears to be turning sharply upward."

Birth of a Beautiful Wallop.—JUDGE—"Then it's true you struck your neighbor in the eye with your fist. Have you any explanation to make?"

OYSTERPUFF—"Yes, Your Honor. I'm so terribly nearsighted; I only wanted to beckon to him."—*Pathfinder.*

Mugged and Jugged.—SHERIFF—"We've got nothing on that ex-convict, but he's the picture of villainy."

CHIEF OF POLICE—"Yes, I think I'll have him framed."—*Boston Transcript.*

Home to Roost.—Too many people never know where their next check is coming from. And too many never know when their last one is coming back.—*Everybody's Weekly* (London)

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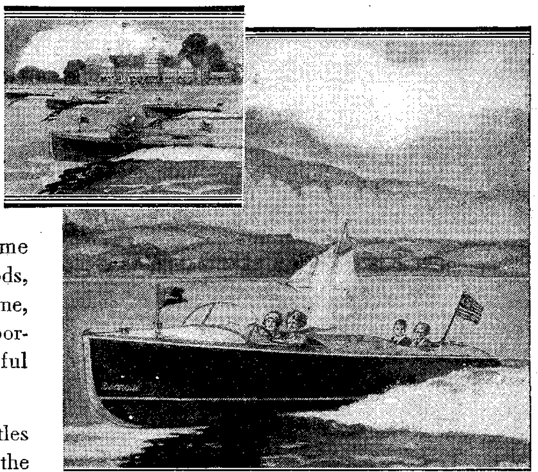

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Don't Weaken.—JULIA—"Do you think it's unlucky to postpone a wedding?"

FRANK—"Not if you keep on doing it."
—*Boston Transcript.*

Love's Legacy.—"Hey!" cried Satan to the new arrival, "you act as if you owned this dump."

"I do. My wife gave it to me."—*Boston Transcript.*

Can't Help Being Sassy.—"How's Abel Sass getting on with that school-teacher he's calling on now?"

"Well, every time he goes to see her she keeps him an hour longer for being naughty."—*Pathfinder.*

Sweet Forbearance. — SAMBO — "Look heah, woman, you know you'all done marry me jus' for mah guv'ment insurance!"

LILA—"Ah knows dat, honey, but ain't I been willin' to let you die a natural death?"—*San Diego Naval Air Station Trouble Shooter.*

Saved His Bacon.—He had joined a golf club, and on his first round he hit the ball a mighty swipe which by some miracle landed it in the hole in one.

At the second tee came another miracle. Again he did the hole in one, and as the ball disappeared into the hole he turned round, white and trembling.

"Gosh!" he breathed. "I thought I'd missed it that time."—*Judge.*

March of Science.—

Mastoids, sinuses, and such
Bother children overmuch:
Sphenoids, ethmoids, frontals, and
Ears are hard to understand:
In the happy days of old
Children merely got a cold,
But a common cold is dull
And the fee is nominal.

—*Wilfred J. Funk in The New Yorker.*

Flavor of Fame.—Woman souvenir hunter salvages half-smoked cigar which former President Coolidge had thrown away.—News Item.

Oh, lady, strangely doth appear
Your passion for this souvenir,
In fact, I'll say, a trifle queer,
And I must own,
Tho wives I've met both near and far,
Tho, I too, have my guiding star,
The one who liked a dead cigar
I've never known.

Oh, lady, say why did you swipe
That remnant, perfect tho its type,
Why shoot that presidential snipe?
It's hard to guess
What sentimental use you found.
Is it with pretty ribbons bound
Or in a casket, safe and sound?
Oh, pray confess.

Or has your husband gone from home?
Ah, has he felt the urge to roam
Across the land, across the foam?
Oh, pray declare.
And do you calming fictions weave
With pungent odors to deceive,
And, sniffing, make yourself believe
That he's still there?

—*George Ryan in the Boston Herald.*

SLIPS THAT PASS IN THE NIGHT

This Is Service.—State highway patrolmen have been assigned to aid in holding up motorists.—*Seattle Star.*

All Wet.—

KING GUSTAV ARRIVES IN BEDSIDE OF WIFE IN BALTIC SEA.
—*Paterson (N. J.) Call.*

Pre-War?—

SCOTCH ATMOSPHERE
PERVADES CHURCH EVENT
—*Newburgh (N. Y.) Daily News.*

Bridget in Retreat.—The chief's order said that, due to Chicago's war on vice, cooks were being driven out of that city in large numbers.—*San Francisco Chronicle.*

Calling the Kettle Black?—

BUSINESS WOMEN
HEAR STOVE TALK
—*Stockton Daily Evening Record.*

Bridge Partner, F'rinstance.—He admitted that the mutilation of the body was planned to make the crime look like the work of a friend.—*Detroit Free Press.*

How's Your Bean?—

THRESHER INJURY A CAUSE OF
BALDHEAD IN BEANS
—*U. S. Department of Agriculture Bulletin.*

Done Brown.—

COOKING PUPILS
TURN TEACHERS
—*Los Angeles Examiner.*

Paths of Pep.—It's by regular appearances on bridal paths in the nation's capital that the dynamic Idaho legislator keeps fit for his arduous duties.—*Springfield Union.*

Fancy Price.—Ace of Federal dry agents in Wisconsin, who was convicted of accepting $1,000 bride to permit a $10,000 load of booze to move out of West Allis, Wis.—*Blackwell (Okla.) paper.*

When You Pine for Comfort.—

72x78 Wood Filled
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—*Rochester Democrat and Chronicle.*

No Tropical Menus for Us.—Henry Moser is planning the construction of a hothouse, wherein it is planned to raise avocados and guano, and other tropical fruits and plants.—*Monterey County Post.*

When's the Open Season?—The Game Commission of Pennsylvania has made a thorough review of the mammas of Pennsylvania and finds that there are more than fifty species.—*Clarion (Pa.) Democrat.*

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for Months as Smugglers.
—*New York Times.*